

LMS ALBUM



C. C. Dorman

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LONDON

IAN ALLAN

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FOREWORD

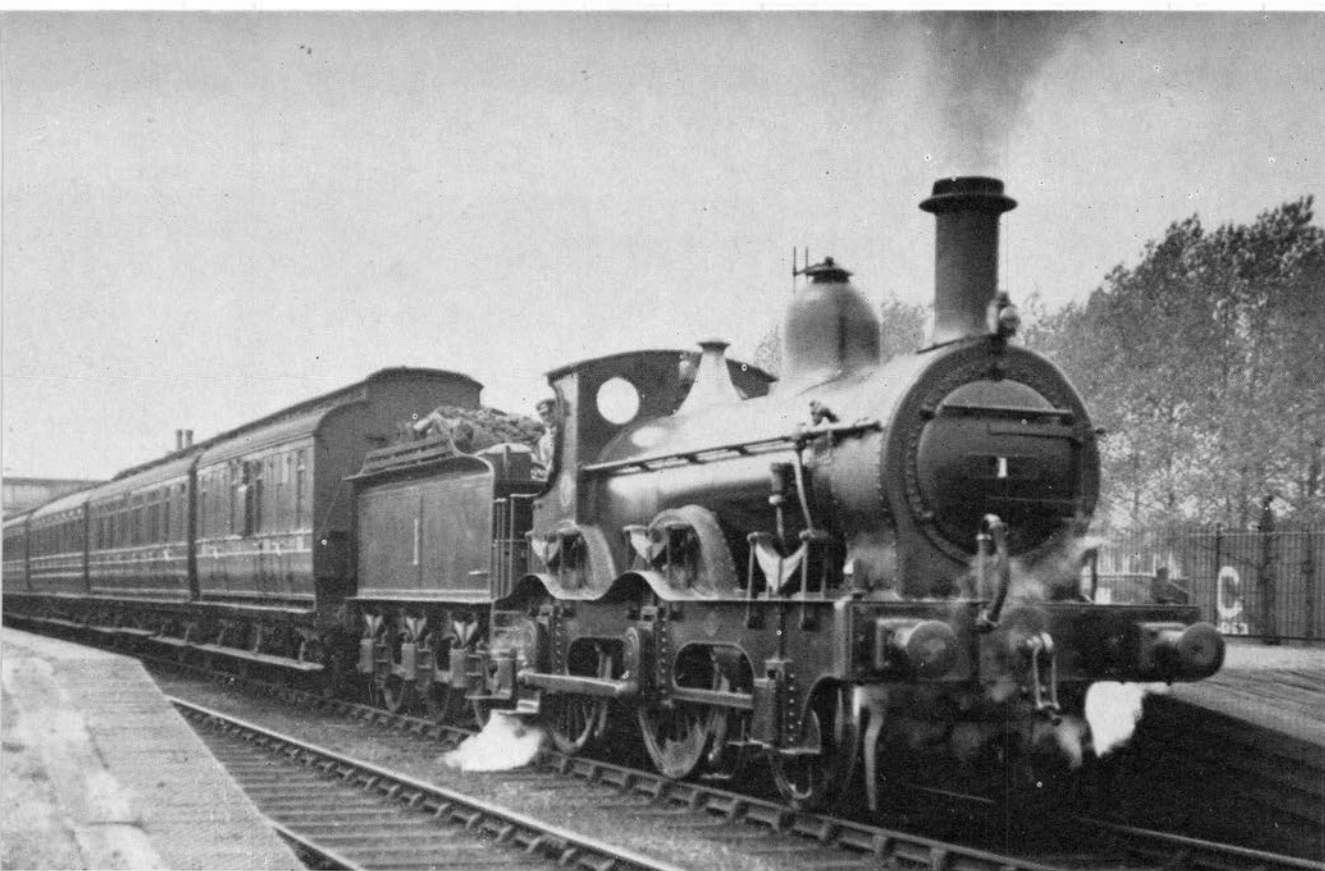
THE GROUPING of 1923 was a milestone in Britain's railway history, and the L.M. & S. was the largest and most important company to emerge from it. The influence of the participating companies was predominant for perhaps, the first 10 years, but after this time had elapsed there came into being a loyalty to the L.M. & S. as such; of course the newly recruited staff were never in any doubt as to where their loyalties lay.

I have endeavoured to be fair to all relevant factors whilst compiling this book of photographs, the first half of which is devoted to locomotives and stock built prior to 1923, by the constituent companies; the latter half concerns L.M. & S. developments.

The art of photography made great strides during the lifetime of the company, but I hope that my selection represents the early days of the L.M. & S. as well as it does more recent times. Whilst my thanks are due to all the artists represented herein, I must particularly mention Mr. H. C. Casserley, whose help and advice have been invaluable.

C. C. DORMAN

*Broom Hill Cottage,
Belbroughton,
Worcs.*

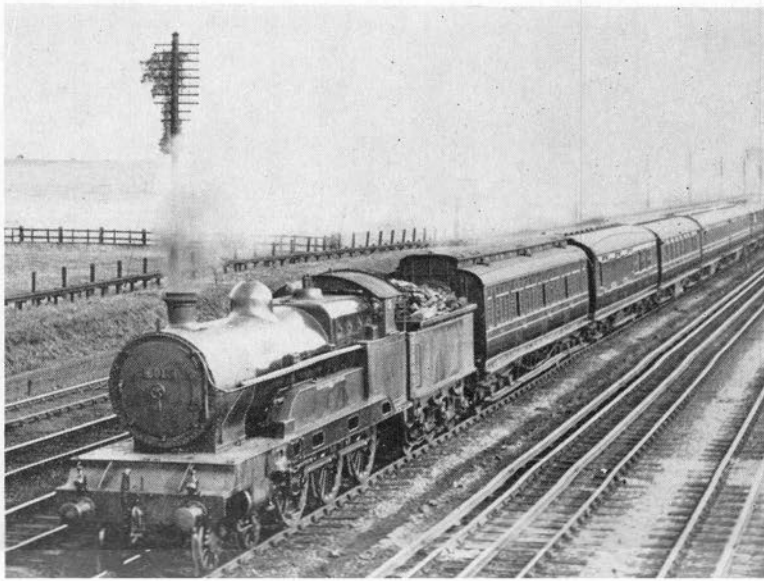


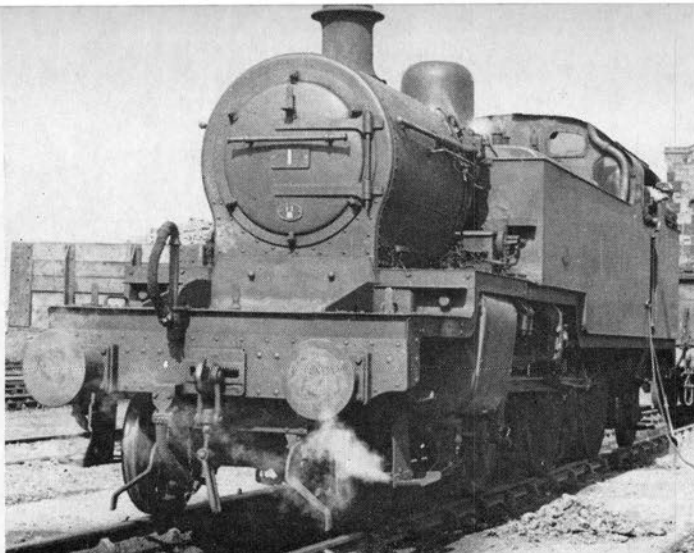
Midland Kirtley 2-4-0 No. 1, a veteran of 1866, became L.M.S. No. 1 at the grouping, as with a few minor exceptions all Midland engines retained their numbers. On withdrawal in 1930 it was intended to preserve this locomotive and it was actually re-painted in earlier M.R. style with its pre-1907 number, i.e. 156A but after two years it was broken up. The same restorative treatment was later applied to sister engine No. 2, which now happily survives as M.R. No. 158A.

[W. L. Good

Down Manchester-Wembley Excursion at Kenton headed by Claughton Class 4-6-0 No. 6015, "Private E. Sykes V.C."

[Railway Photographs





The second L.M.S. No. 1, a Fowler 2-6-2 Tank, built in 1930 which at first ran as No. 15500 being re-numbered in 1934. It eventually became B.R. No. 40001 after Nationalisation. Seen here at Barrow in 1947.
[H. C. Casserley]

L.N.W. 2-4-2 Tank No. 6655.

[W. L. Good]



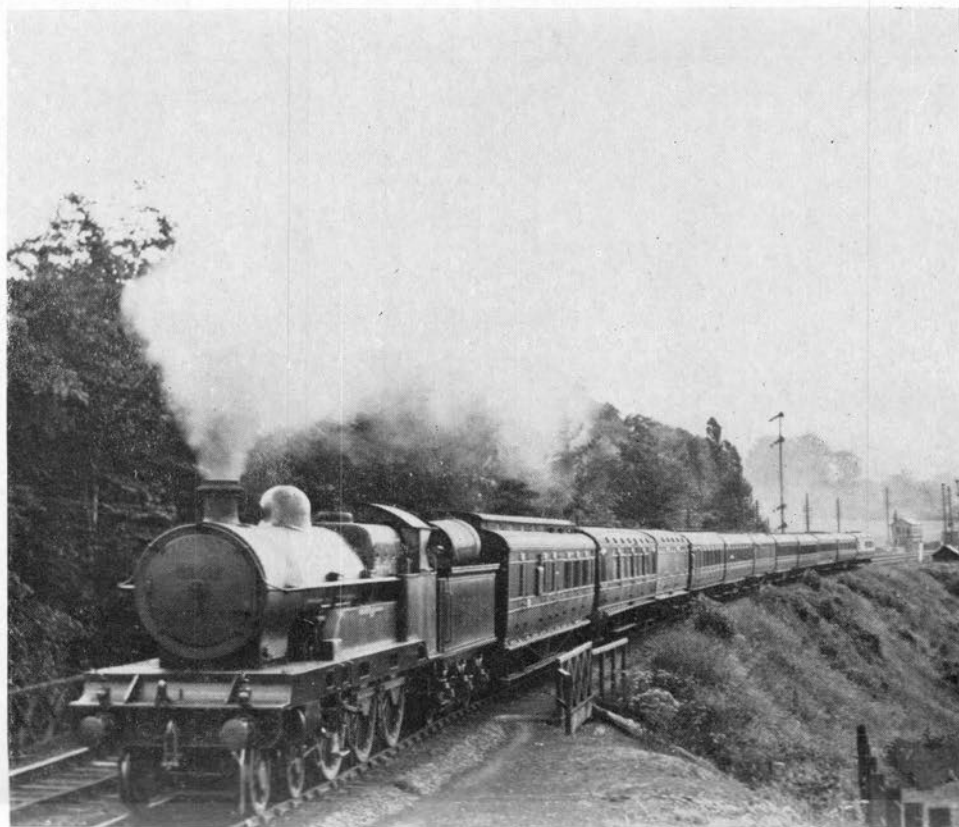


The down Royal Train passing Bushey shortly after the grouping, hauled by L.N.W.R. Claughton No. 5944. This train was maintained in North Western livery at the express wish of King George V and was only painted in L.M.S. maroon after the outbreak of war in 1939, presumably it would have been too easily recognised by enemy aircraft.

[H. Gordon Tidey

Oil-fired Claughton No. 5900, "Sir Gilbert Claughton" passing Oxenholme with the down 10 a.m. Euston to Glasgow train.

[H. Gordon Tidey





One of the L. & N.W.R. Cauliflower Class 0-6-0's which throughout their long career were frequently to be seen on passenger trains; at Verney Junction in 1936, with an Oxford-Cambridge cross-country local.

[H. C. Casserley

Prince of Wales Tank No. 6960 leaving Oxenholme with a Carlisle local train.

[H. G. Tidey

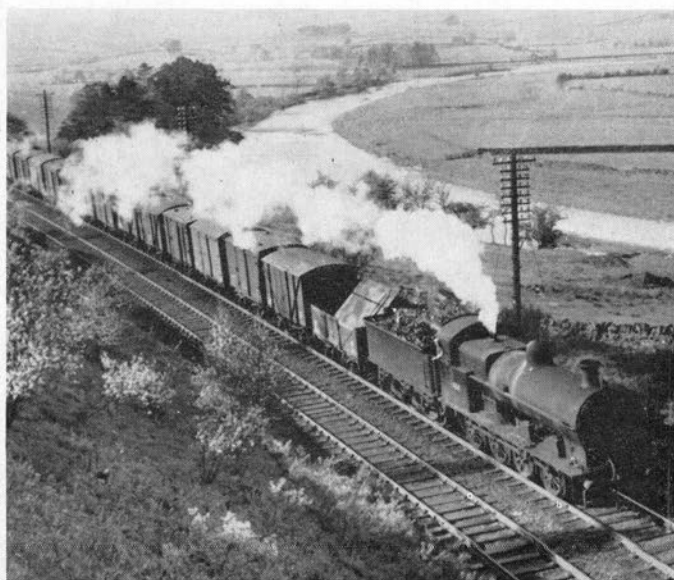
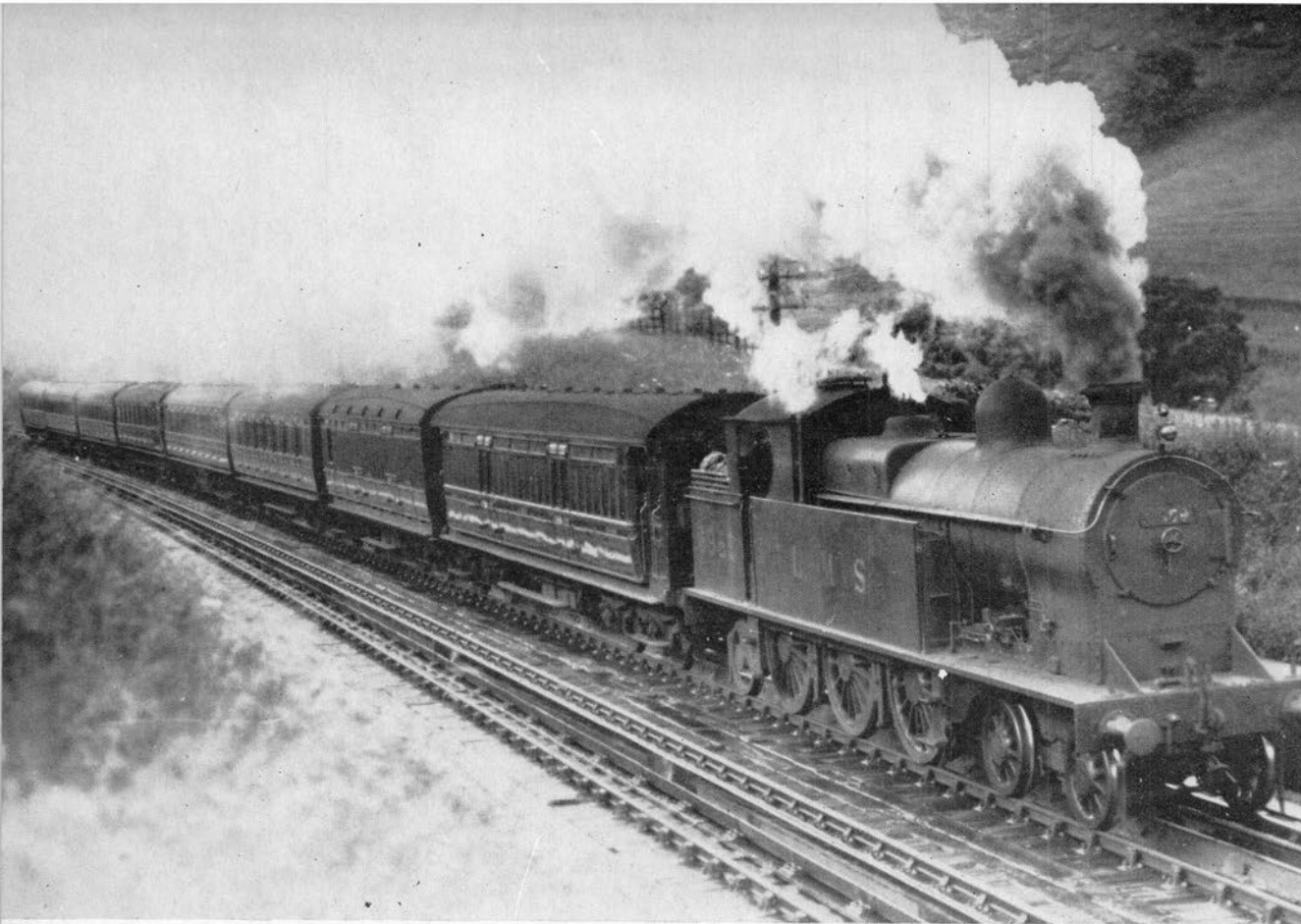




Another view of a Cauliflower, on an up Bletchley-Euston train, on the fast line at Bushey troughs. Probably taken during the early 1930's.
[S. Barrie]

George the Fifth Class No. 5346 "Deerhound" pilots an unidentified "Jubilee" 4-6-0; with the Manchester-Glasgow express at Tebay.
[W. L. Good]





Bowen-Cooke Prince of Wales 4-6-2 Tank No. 6959 seen here on an up semi-fast at Tebay in the 1930's. The leading coach is one of the full brakes built for the Liverpool American boat train in 1907.

[H. Gordon Tidey

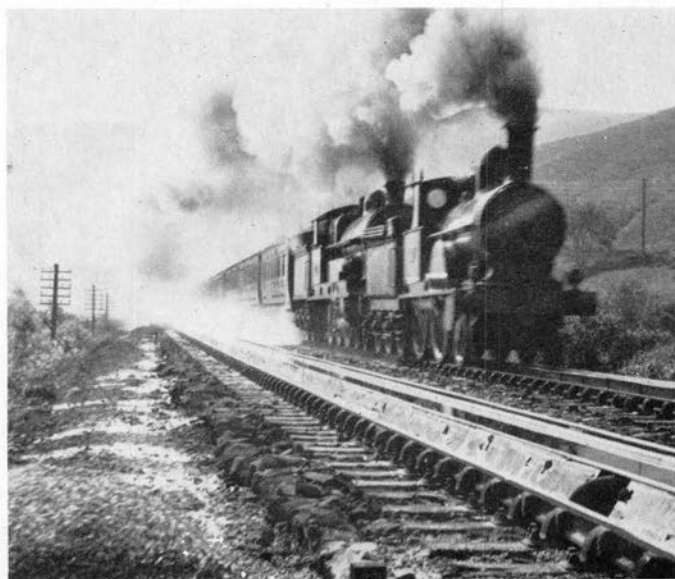
L.N.W.R. 0-8-0 No. 49434 descending Shap in 1954.

[H. C. Casserley



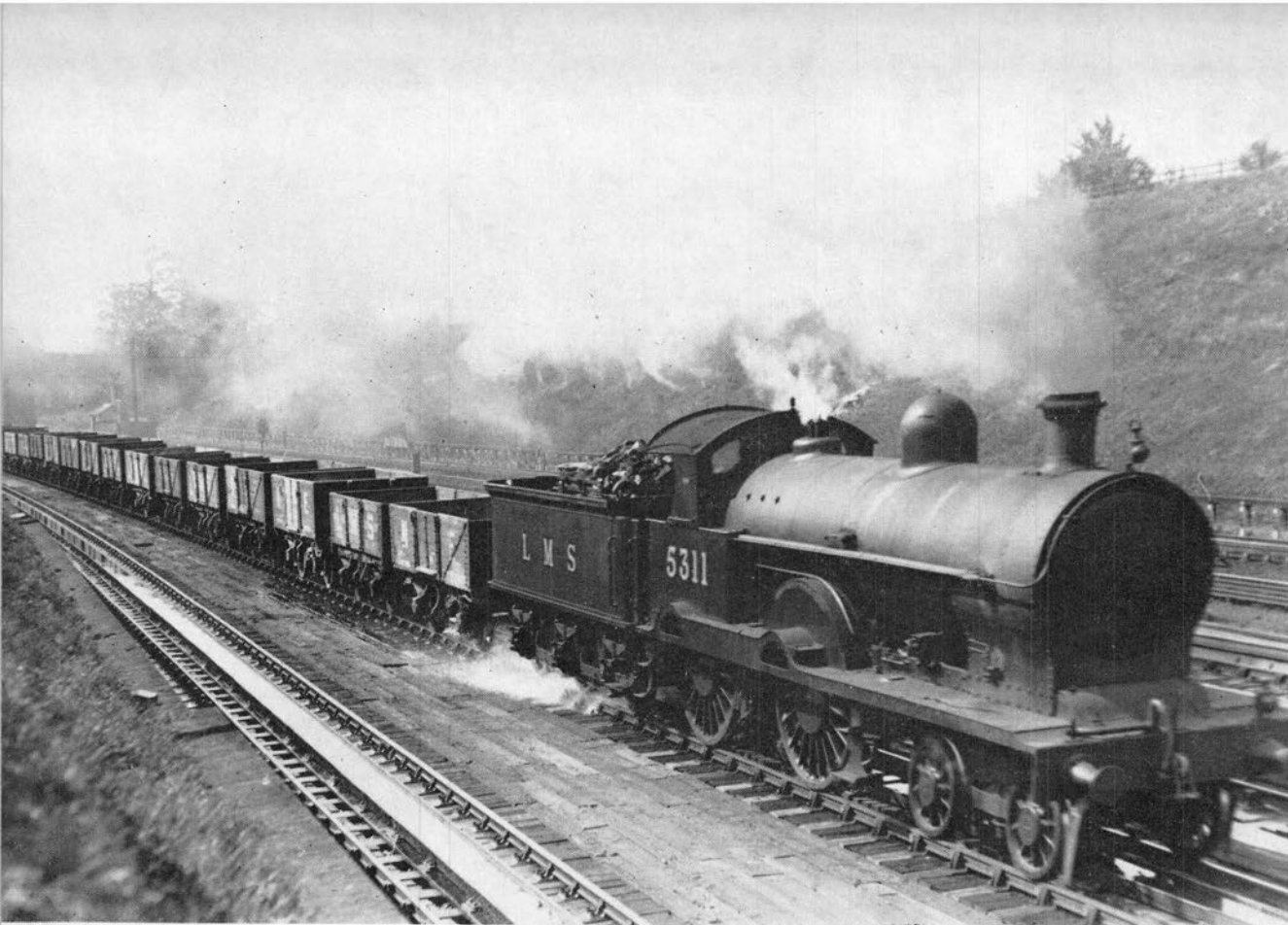
Prince of Wales Class 4-6-0 No. 5675 "Sphinx", with a local train near Tamworth in the early years of the grouping.

[W. L. Good



The Liverpool and Manchester Scotch express at Tebay in Sept. 1923. Pilot engine No. 1518 "Countess", train engine No. 110 "Lady Godiva" (L.N.W. numbers).

[W. L. Good

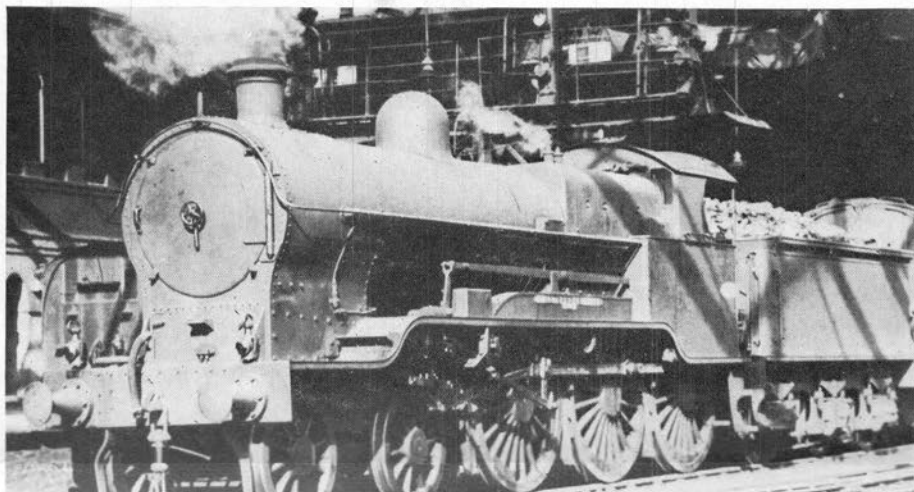


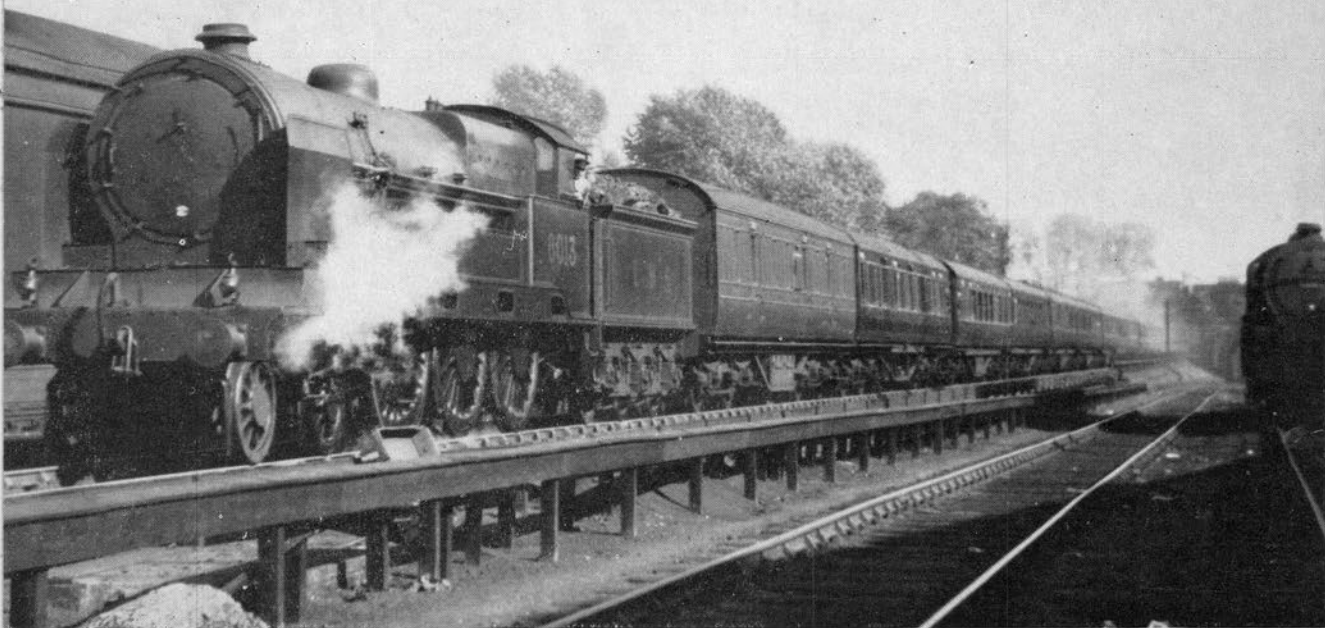
How are the mighty fallen! Precursor No. 5311 "Express" with a down freight train on Bushey troughs, in 1932.

[H. Gordon Tidey

A Tishy about to leave Birmingham, New Street. No. 5672 "Condor", L.N.W. Prince of Wales Class 4-6-0.

[L.G.R.P.



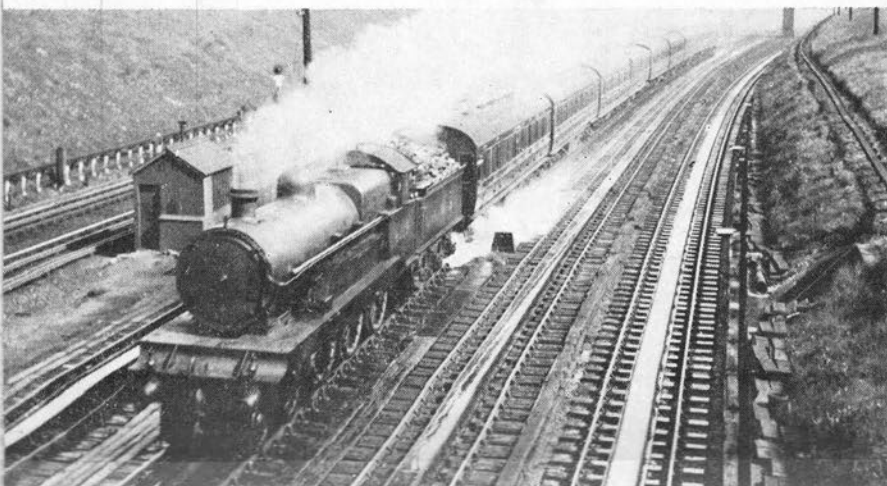


One of the re-boilered "Claughtons" No. 6013 climbing Camden bank with a heavy express.

[S. Barrie

Unidentified Claughton 4-6-0 on up Liverpool express taking water from Bushey troughs.

[C. R. L. Coles





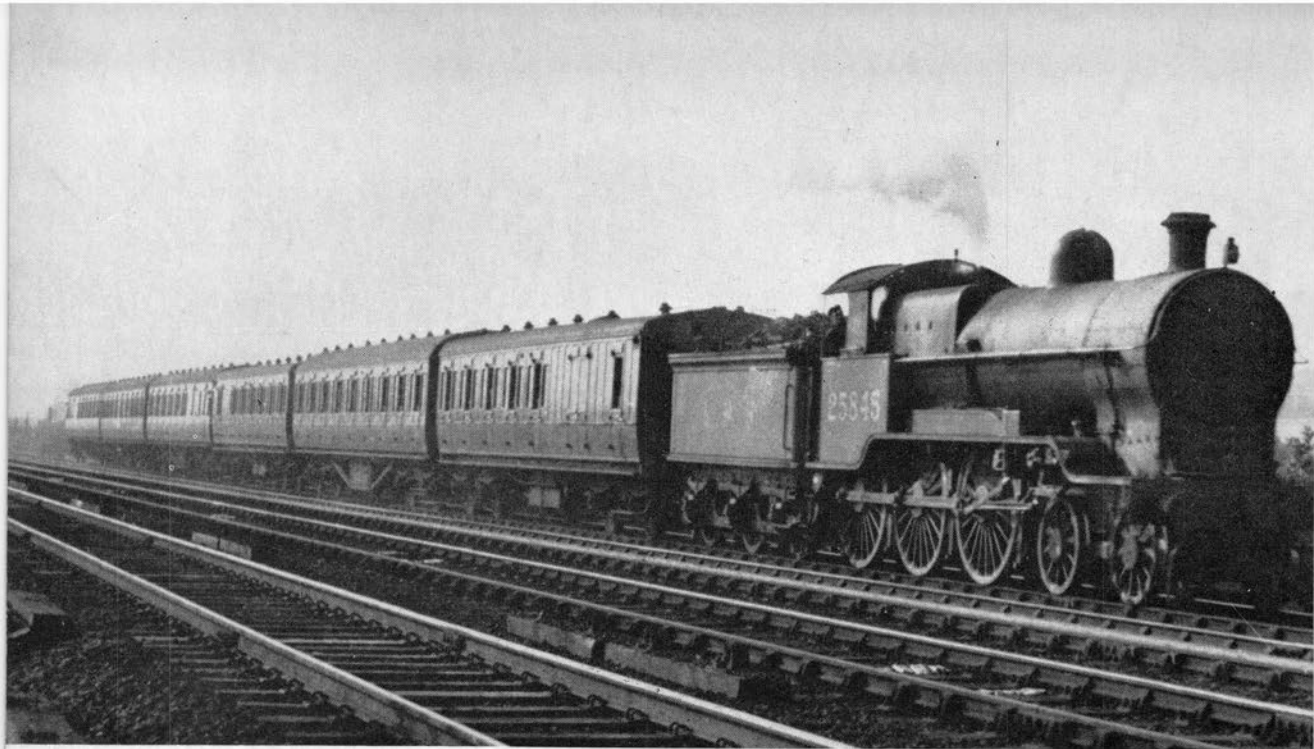
Highland Railway "Skye Bogie" No. 14279 at that most delightful of railway outposts, Kyle of Lochalsh in June 1927.

[H. C. Casserley



The Jones goods engines of the Highland Railway, built in 1894, were the first 4-6-0's in the British Isles. Although intended primarily as freight engines they were often used on passenger work and No. 17919 is here seen running at Killiecrankie with a Perth-Blairatholl train in July 1931.

[H. C. Casserley

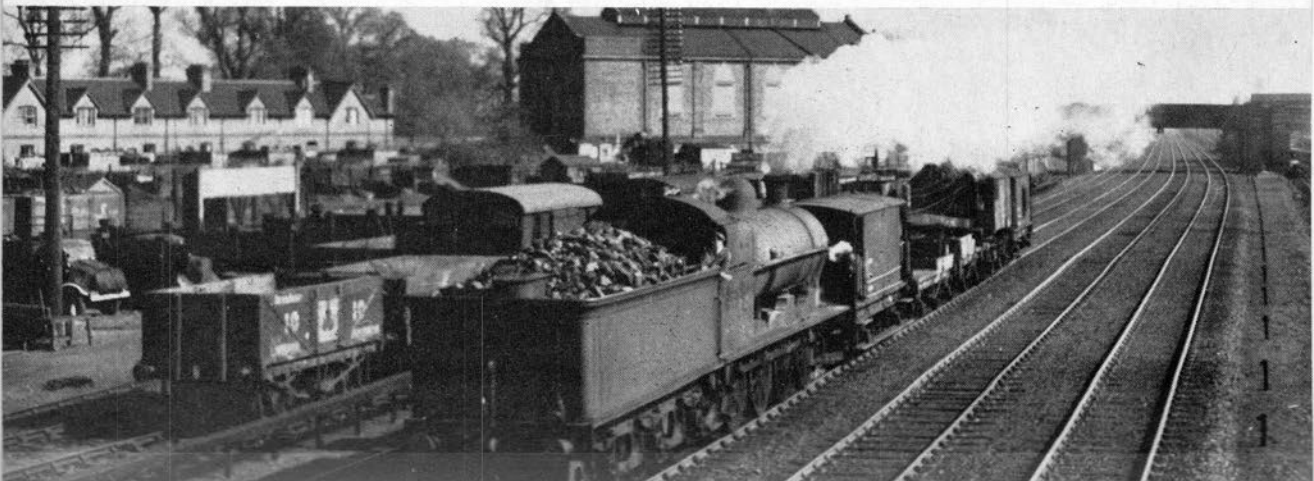


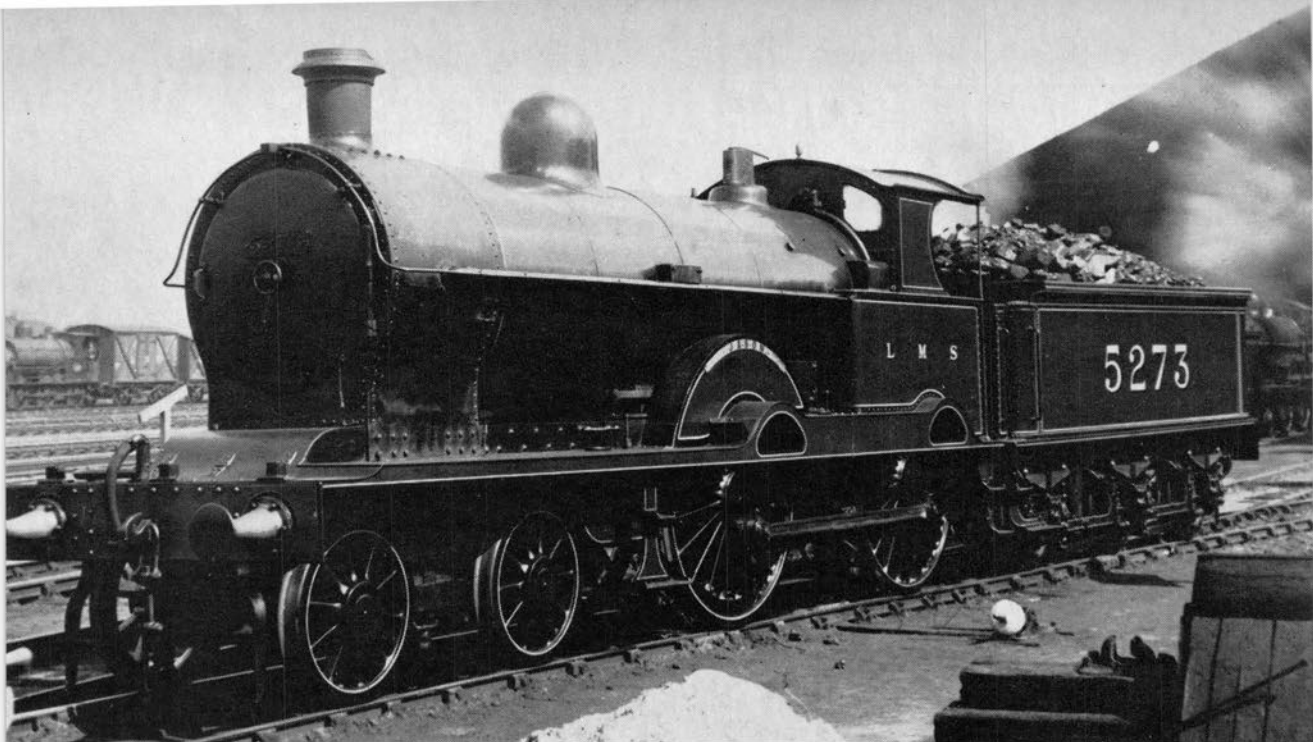
No. 25845, the last engine of L.N.W.R. design to be built, did not appear until 1924. It was a variant of the numerous "Prince of Wales" Class 4-6-0's in being fitted with outside Walschaerts valve gear together with a raised running plate, although retaining the inside cylinders. This peculiar appearance of the valve gear when in motion resulted in these engines (four of the existing class being also similarly converted) being nicknamed "Tishy" after a race-horse of the time which had a habit of getting his legs crossed. No. 25845, which never had a L.N.W.R. number, is seen here near Boxmoor with a Bletchley-Euston train in 1939.

[H. C. Casserley]

L.N.W.R. 0-8-0 with a breakdown train, passing Headstone Lane.

[C. R. L. Coles]



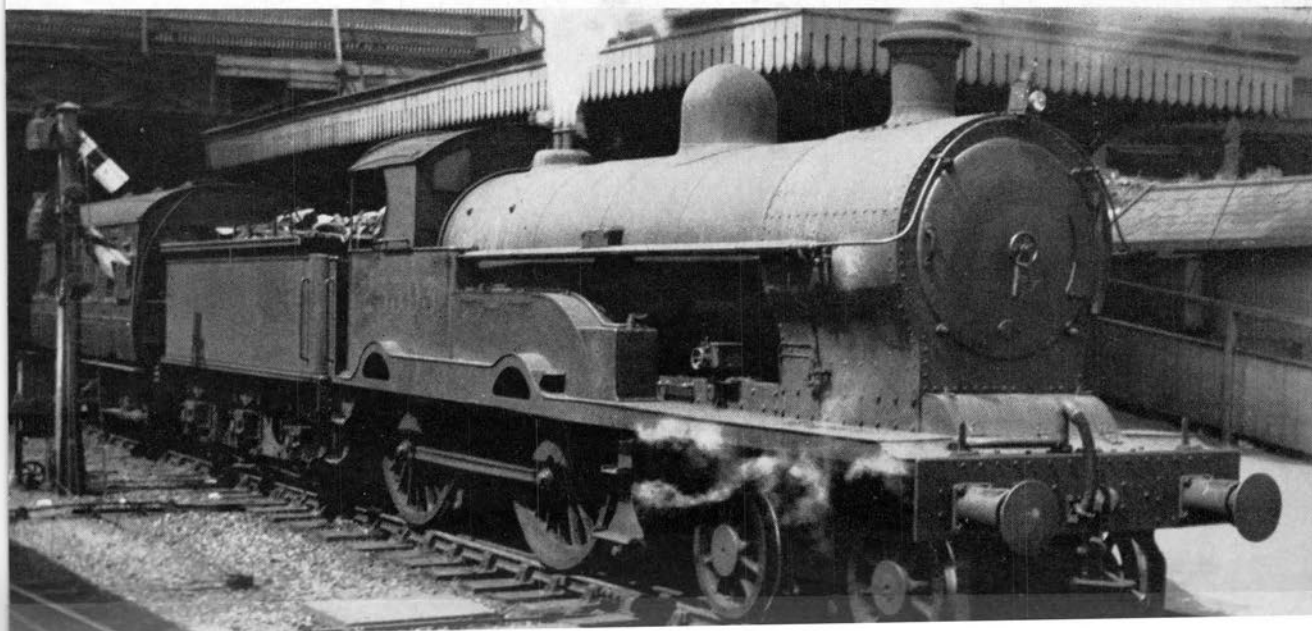


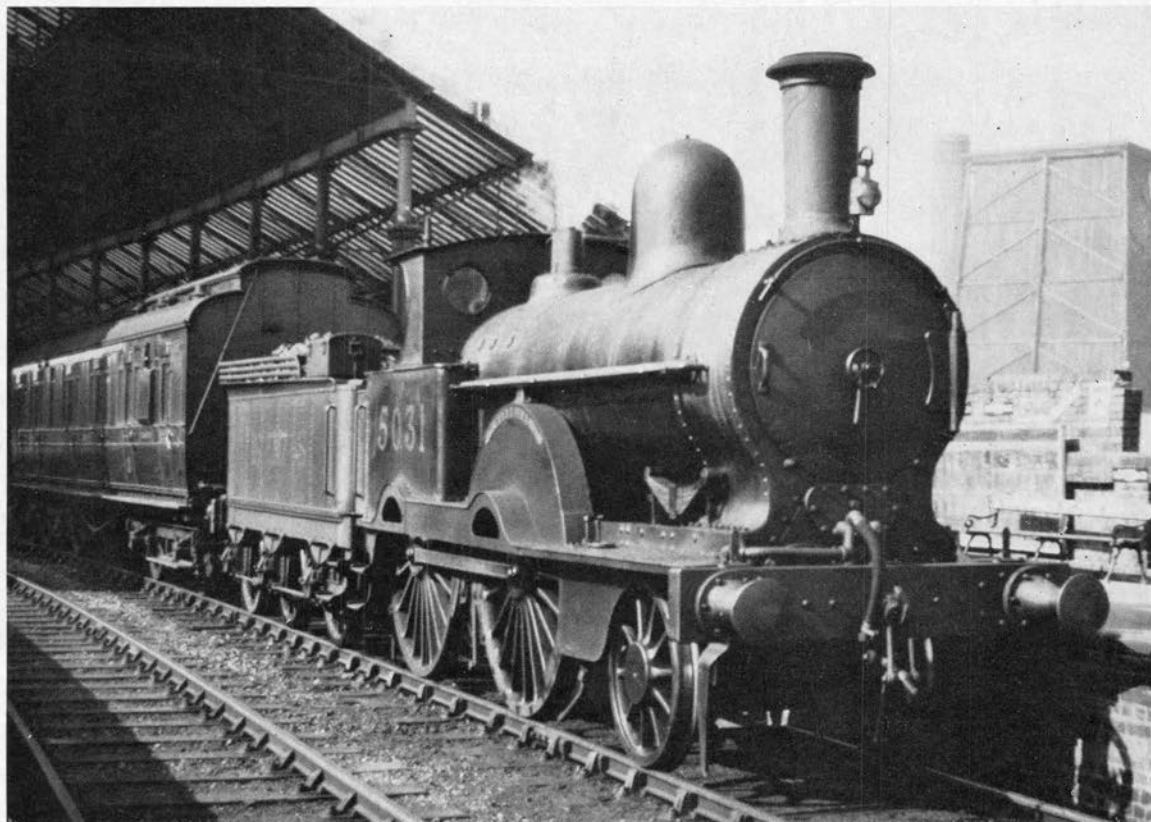
"Precursor" No. 5273 "Jason" in the first livery adopted at the grouping. The cabside initials were soon replaced by the L.M.S. crest. Crewe never took kindly to the crimson lake livery of its principal rival, the Midland, and in fact not very many L.N.W.R. engines, apart from the Claughtons ever received it. For several years locomotives continued to emerge from Crewe Works painted black, often still with their old number, as the re-numbering scheme was also unpopular. The L.N.W.R. which rightly or wrongly regarded itself as the senior company felt they ought to have come first. After 1928 black became standard for all classes except the Claughtons and this particular difficulty resolved itself.

[L.G.R.P. No. 14337]

L.N.W.R. 4-4-0 George the Fifth Class No. 25393, "Loyalty" at Willesden Junction.

[C. R. L. Coles]





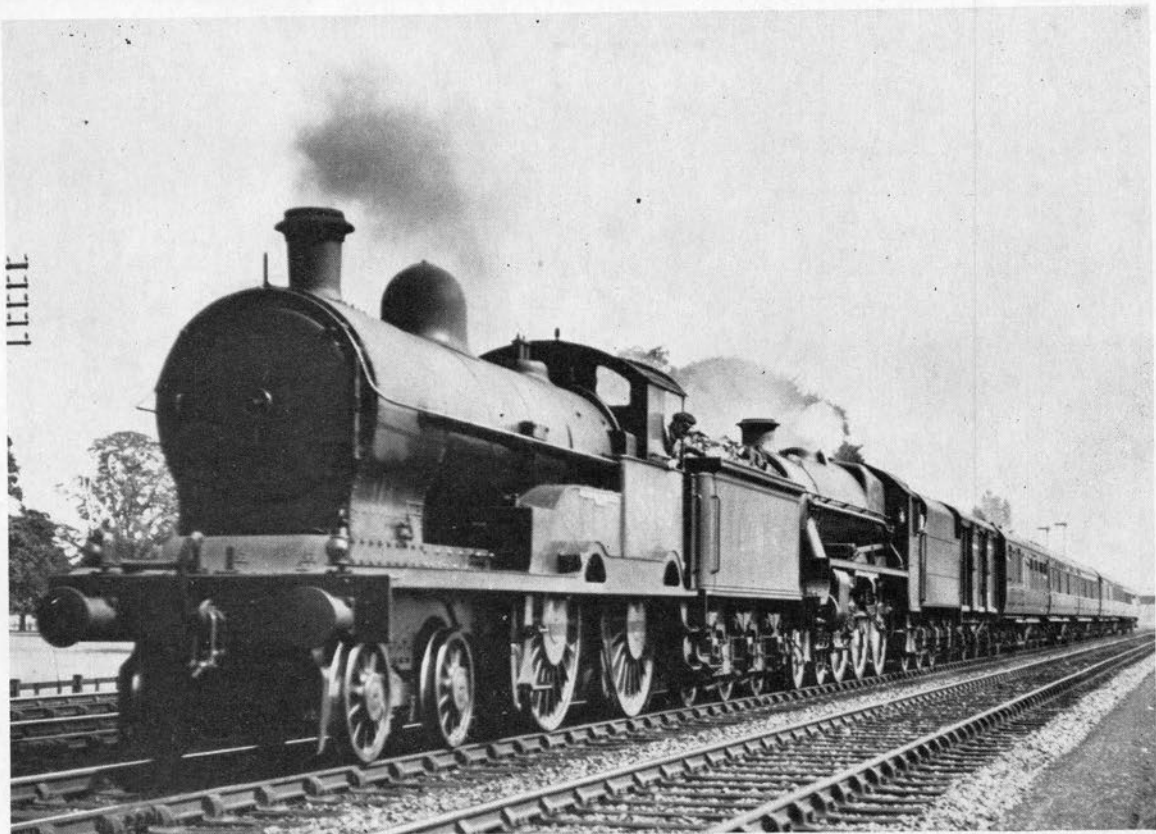
Most famous of all the "Jumbos" No. 5031 "Hardwicke", which took part in the 1895 race to Aberdeen. Seen here at the old Midland Station at Northampton St. John's Street (closed in 1939) with an M.R. clerestory coach. "Hardwicke" is now restored as L.N.W.R.No. 790 and may be seen at Clapham Museum.

[C. A. J. Nevett

A L. & N.W. 0-8-0 No. 49190 with a north-bound goods at Penrith photographed in July 1951.

[D. Cross





One of the famous George the Fifth Class No. 5393 "Loyalty" piloting an L.M.S. Jubilee on a down express about 1935.

[W. L. Good

L. & N.W. Claughton Class No. 5968 "John o' Groat" with a down express.

[Loco. Publishing Co.



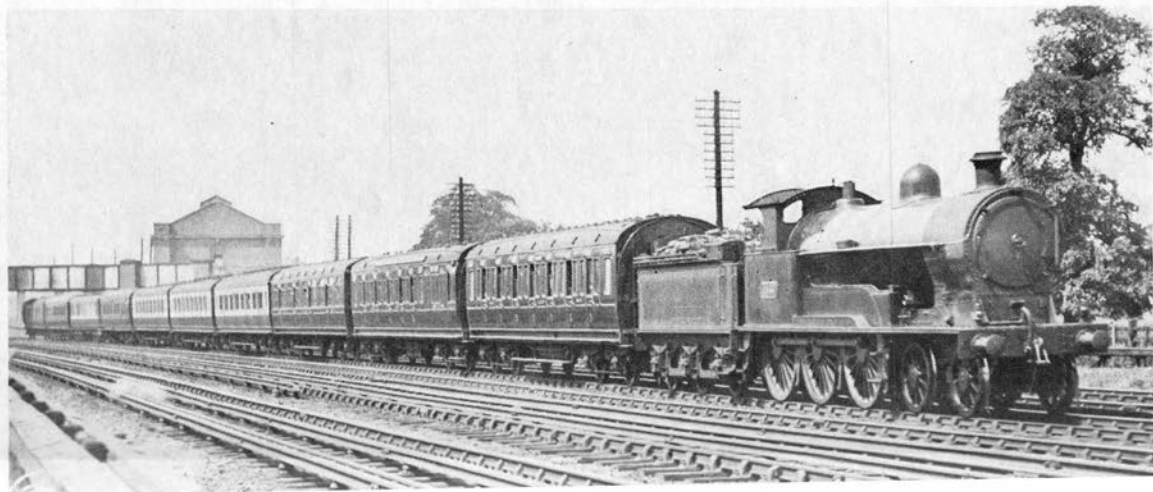


Webb 2-4-2 Tank No. 6699 on a Bletchley-Banbury local at Verney Junction in 1937, whilst Compound No. 1155 runs in with an Oxford-Bletchley train.

[H. C. Casserley

An up express at Kenton in 1925 hauled by Prince of Wales Class 4-6-0 No. 1453 (L. & N.W. number).

[M. W. Earley





A North London 0-6-0 Tank which has strayed far from its former haunts of the metropolis for the wide open spaces of the Derbyshire Moorlands. No. 7527 charges the 1 in 14 gradient on the Cromford and High Peak line, the steepest incline in the country worked by ordinary adhesive methods. The successful ascent with a load of seven wagons as here depicted required an initial speed of some 50 miles per hour at the foot of the gradient, inevitably reduced to a crawl by the time the summit was reached. This view was taken in 1934.

[H. C. Casserley



The great freeze of 1947. L.N.W.R. 0-8-0 No. 9397 near Berkhamsted with an up freight.

[H. C. Casserley

Compound 4-4-0 No. 1191 pilots an unnamed Claughton with a down express from Euston.

[H. Gordon Tidey





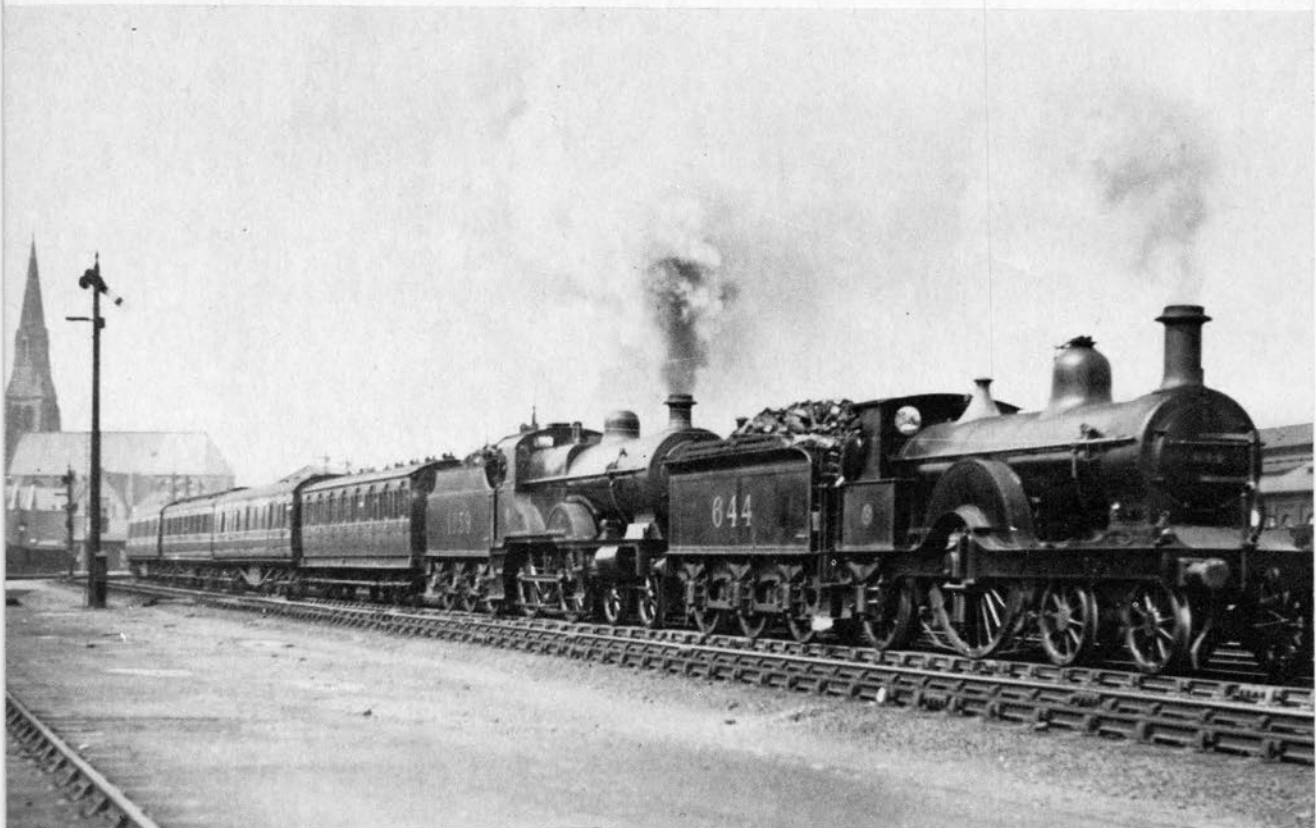
The last of the original un-rebuilt Johnson 7' 0" 4-4-0's of the Midland Railway spent its declining years meandering over the plains of Northamptonshire. Seen here on a foggy morning in February 1934 at Irthlingboro' with a Peterborough-Northampton train.

[H. C. Casserley

Midland 0-6-0 No. 3958 passes Berkhamsted in August 1948.

[H. C. Casserley





One of the last duties of Johnsons' lovely single-wheeler No. 644, piloting Compound No. 1059 with a Manchester to London express, seen here leaving Derby in 1925.

[H. J. Salmon]



A S. & D.J.R. train near Henstridge in 1937 headed by Fowler 4-4-0 No. 634.

[H. C. Casserley]



Midland Compound No. 1022 stands on the centre road in Carlisle Station waiting to take over a Glasgow-London express from the G. & S.W.R. The North Eastern 4-4-0 No. 1924 in the bay platform has brought in a train from Newcastle. May 1936.

[H. C. Casserley



The "Pines Express" passing Midsomer Norton; Class 4F 0-6-0 No. 4558. April 1932.

[H. C. Casserley

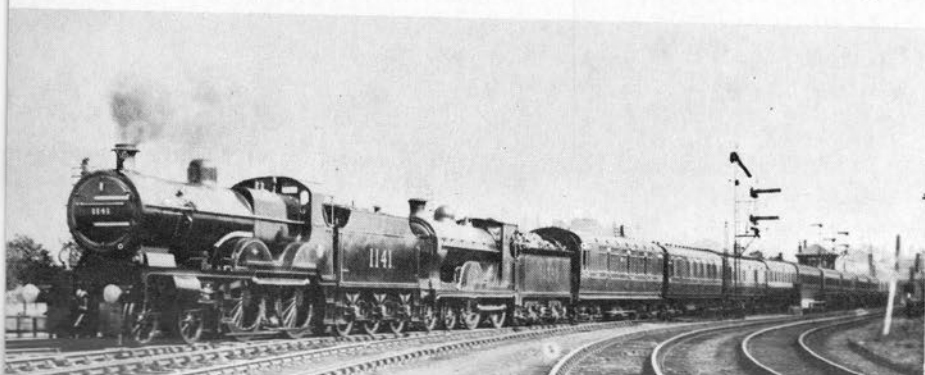


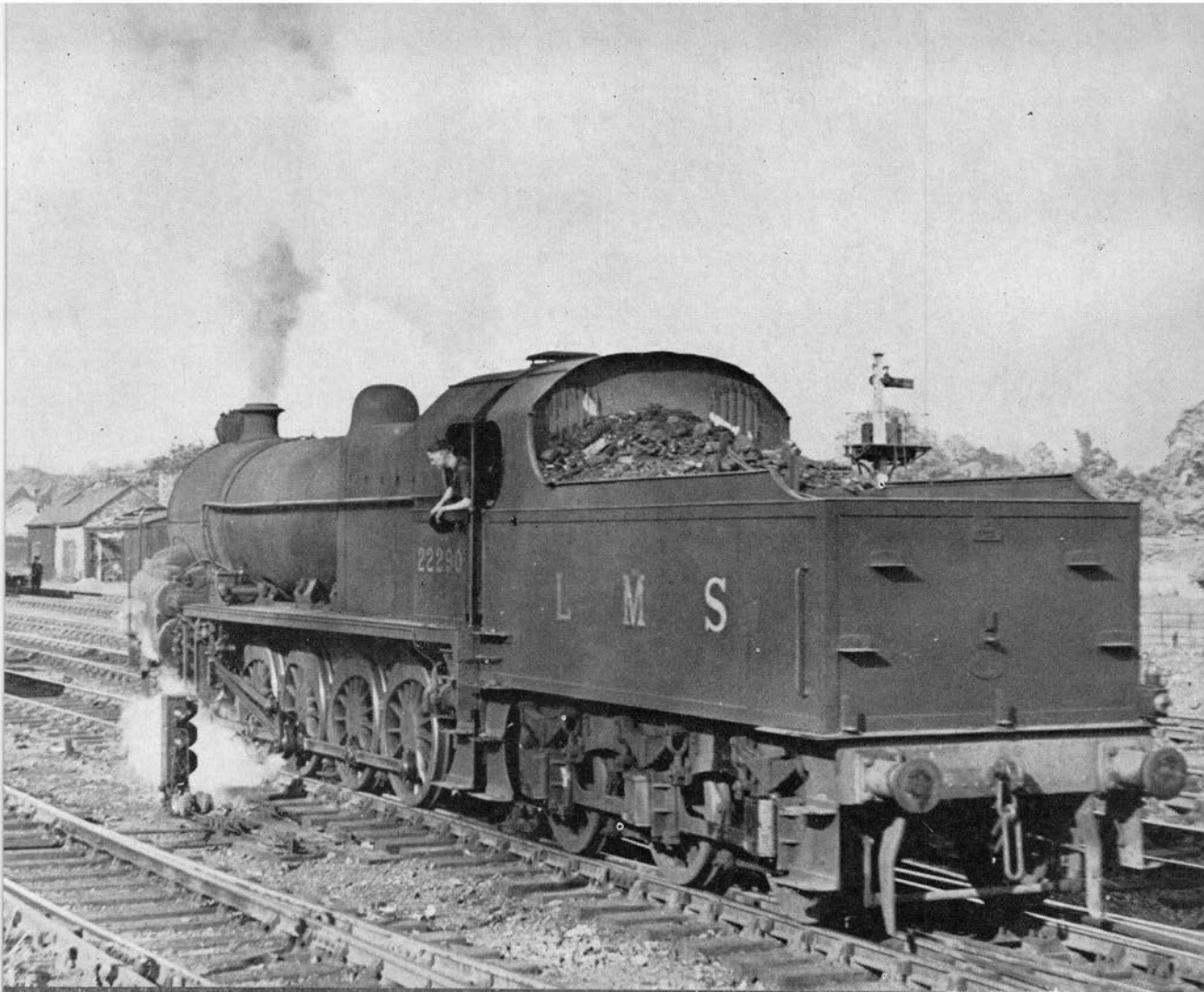
Johnson Class 3 Belpaire 4-4-0 No. 747 leaving Ambergate on a south-bound train. Christmas morning 1925.

[H. C. Casserley

Compound Class 4 No. 1141 pilots Caledonian Class 2 P 4-4-0 No. 14359 out of Carlisle with an express for Glasgow.

[L.G.R.P.





The famous Lickey incline banker, locally known as "Big Bertha" M.R. No. 2290 (here re-numbered 22290) stands at Bromsgrove in May 1948 with steam up in readiness to assist a train up the $2\frac{1}{4}$ mile 1 in 37 gradient.

H. C. Casserley

4-6-0 No. 5601 "British Guiana" piloting an unidentified Class 2 4-4-0 on a semi-fast train from Euston to Northampton; passing Headstone Lane in 1938.

[C. R. L. Coles]





Highland Railway Drummond 0-4-4 Tank No. 15053 at Lybster in July 1931. This branch, the most remote from London on the whole railway system, closed entirely in 1944.

[H. C. Casserley



H.R. rebuilt "Ben" No. 14420 "Ben a' Chait", in sparkling L.M.S. red livery, which suited the Highland engines to a remarkable degree. At that time, moreover, they were kept in spick and span condition. Seen here at Muir of Ord in May 1928.

[H. C. Casserley

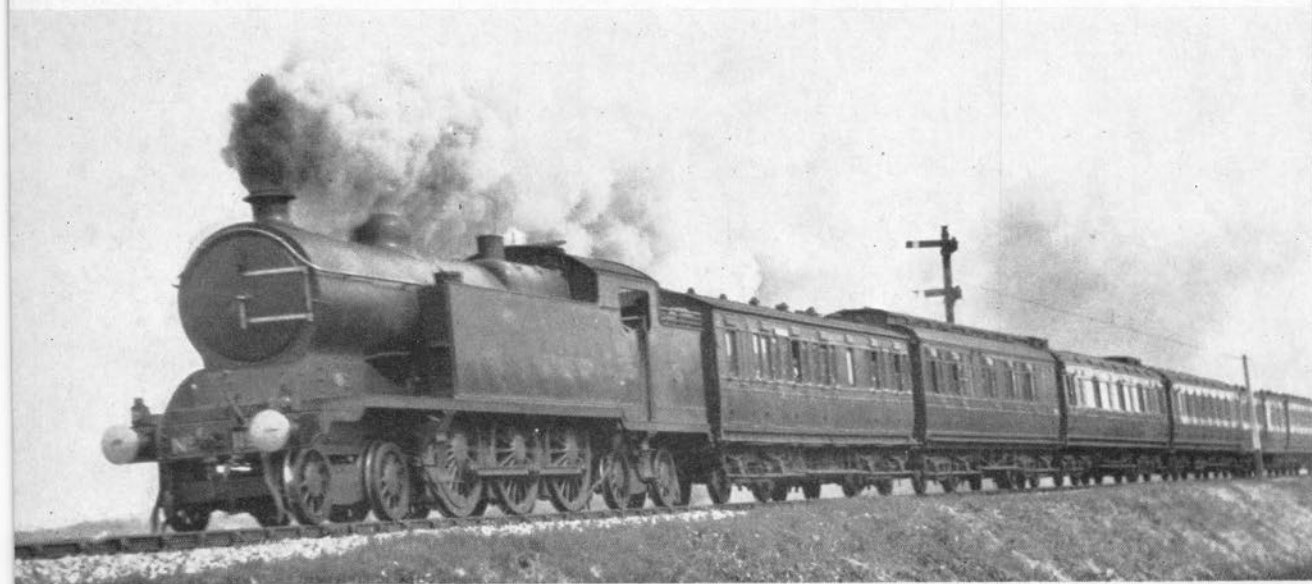


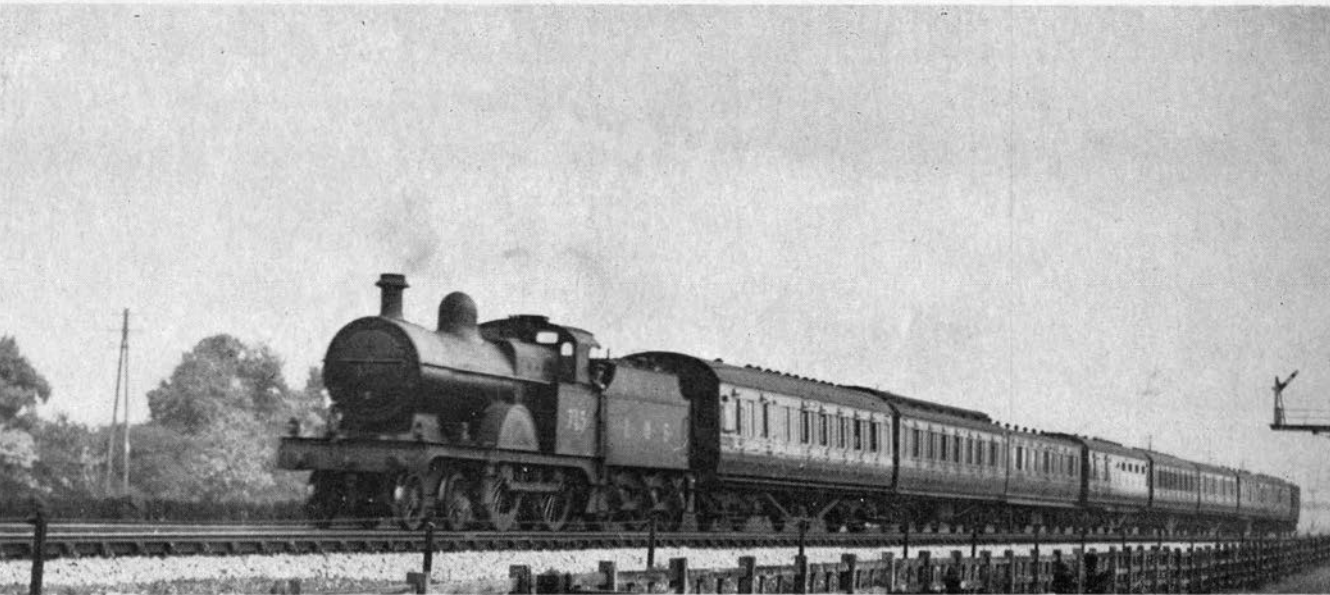
Another view of banking operations on Lickey. Three engines Class 3 0-6-0 No. 3433 together with Jinties Nos. 47308 and 7638 storming through Bromsgrove Station in May 1948 assisting a heavy freight train up the long drag.

[H. C. Casserley

Furness 4-6-4 Tank No. 119 with an express near Arnside.

[L.G.R.P.



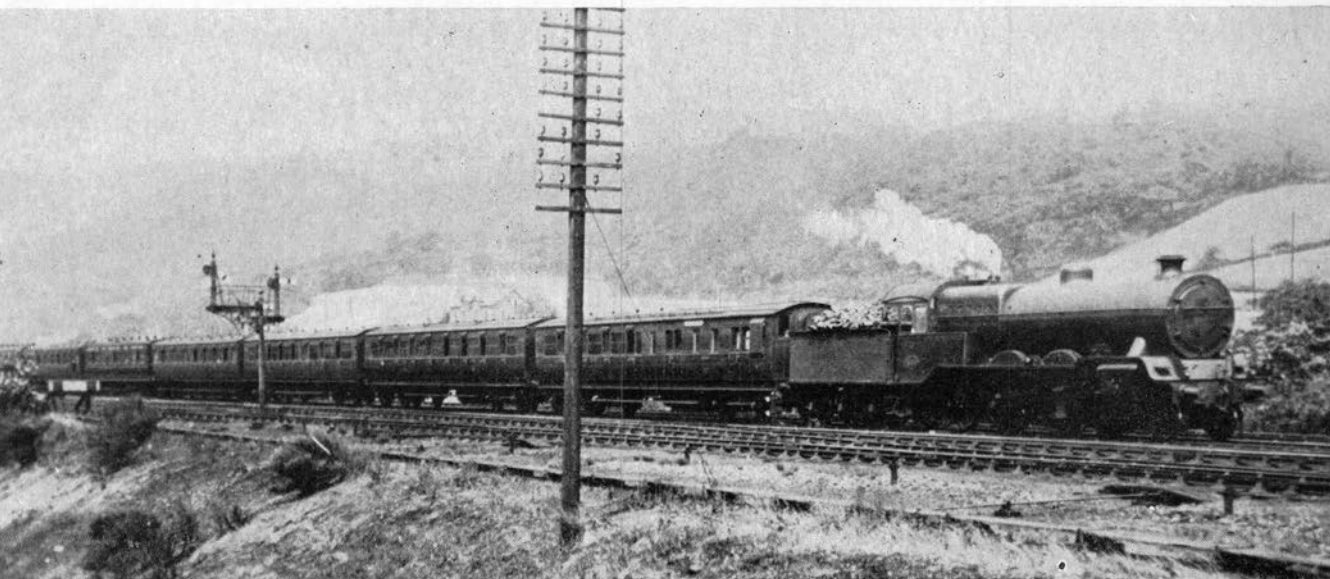


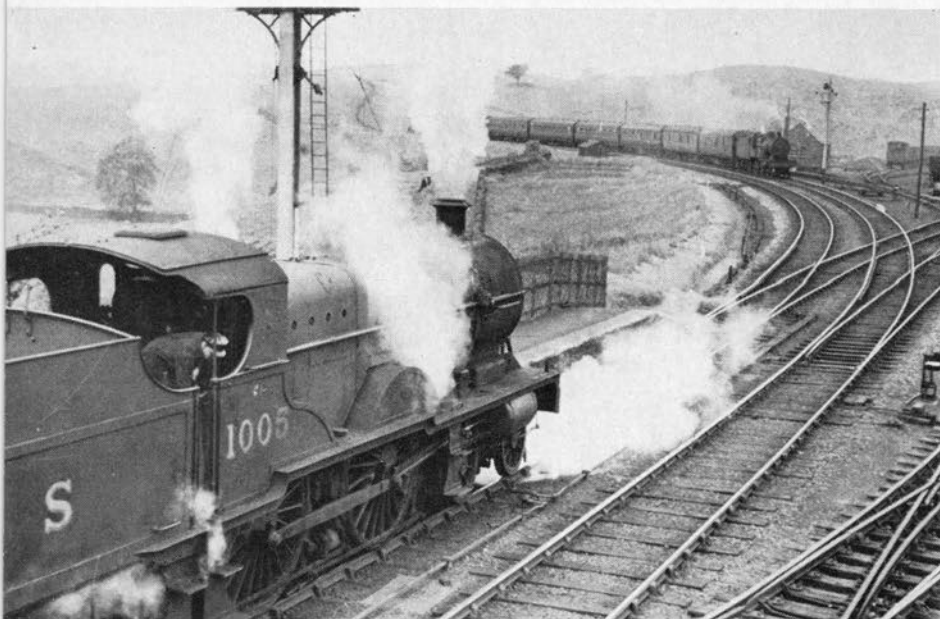
The forerunner of what later became known as the "Pines Express", through train from Manchester to Bournemouth seen here near Bromsgrove, in May 1935 behind Johnson Class 3 Belpaire No. 715.

[H. C. Casserley

Lancashire and Yorkshire 4 cylinder 4-6-0 No. 1674 on the Manchester to York express.

[L.G.R.P.





The original Derby Compound (at first No. 1000) is here leaving Clapham Junction, Yorkshire, in June 1947 with a Leeds-Morecambe, whilst No. 1048 approaches with a similar working in the reverse direction.

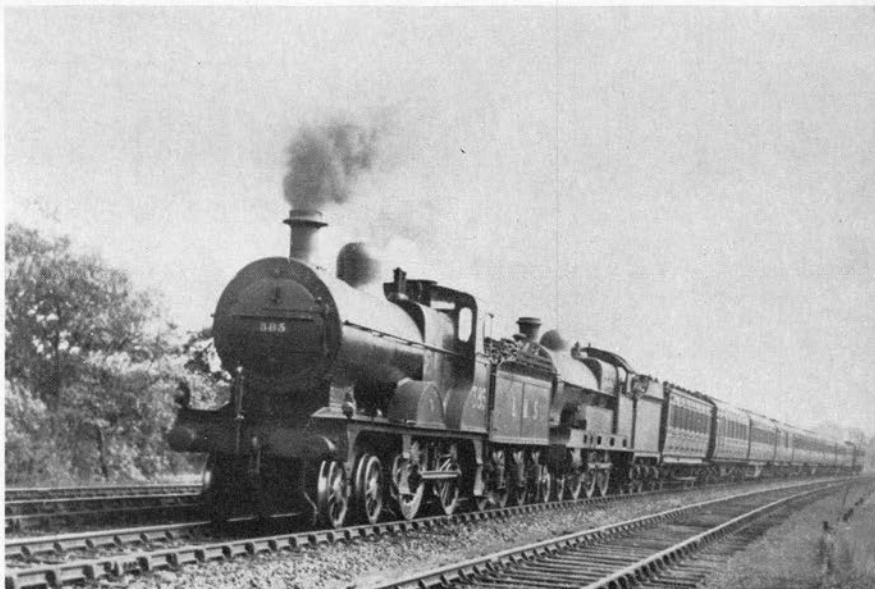
[H. C. Casserley



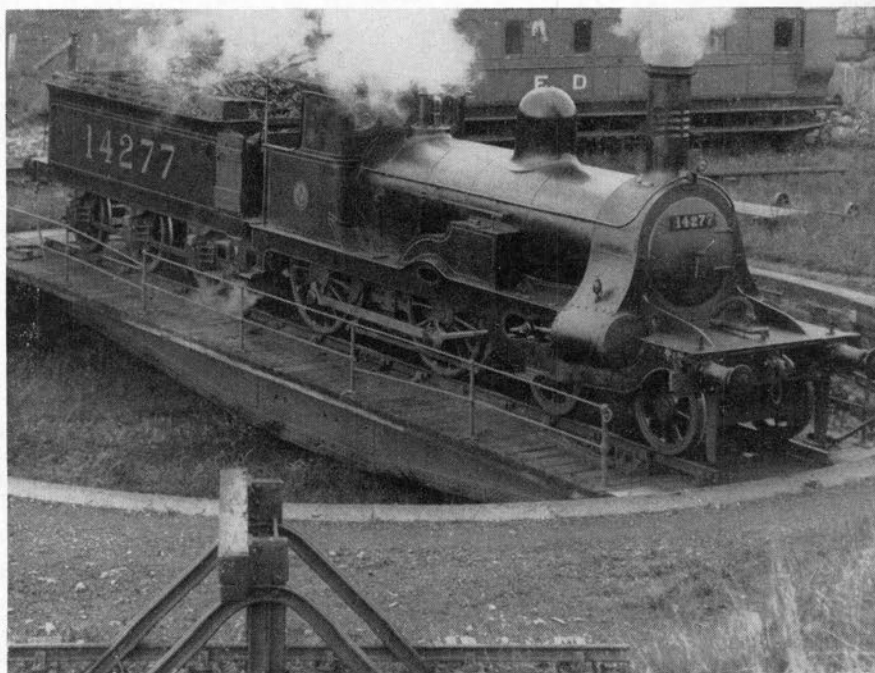
Highland Railway 4-4-0 No. 14398 "Ben Alder" at Strathpeffer in May 1928.

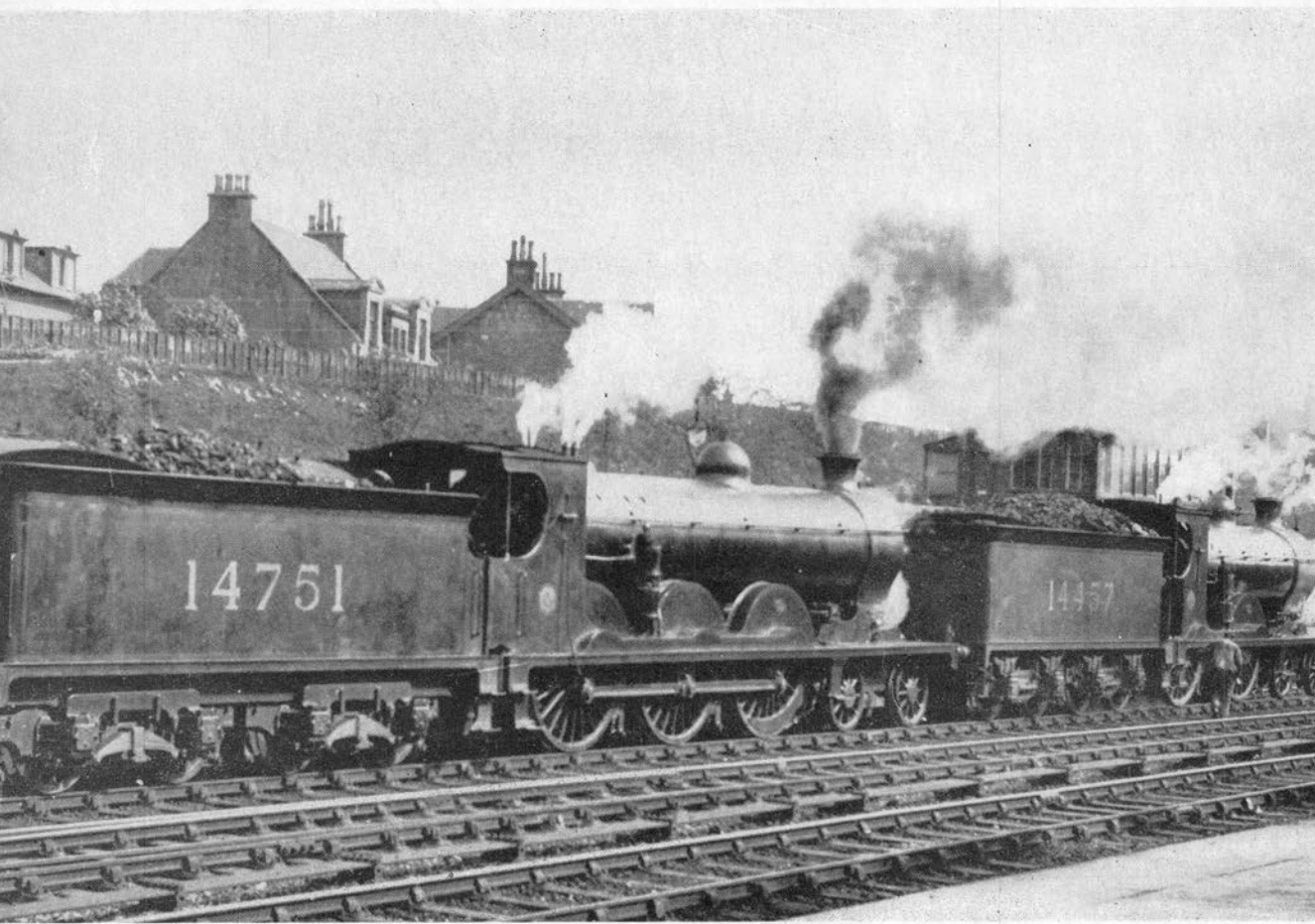
[H. C. Casserley

Unsuperheated Deeley re-build No. 385 pilots L.N.W.R. "Claughton" No. 5957 on the down Devonian near Duffield.
[C. A. J. Nevett]



Former Highland "Skye Bogie" 4-4-0 No. 14277 is turned at Dingwall; these locomotives were normally used between Dingwall and Kyle of Lochalsh.
[H. C. Casserley]



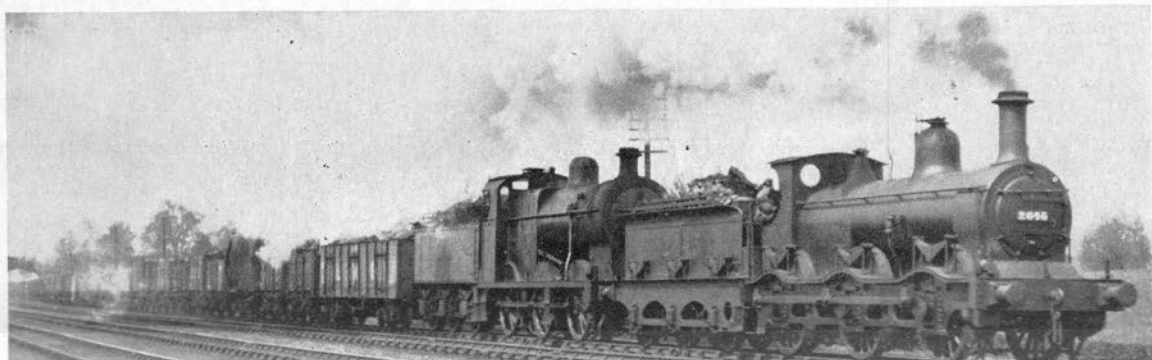


Mc'Intosh 4-4-0 No. 14457 pilots Cardean Class 4-6-0 No. 14751 out of Larbert with a Glasgow express.

[H. C. Casserley

One of Kirtleys' numerous long-lived double framed 0-6-0's No. 2645 piloting Class 4 goods No. 3926 on a freight near Loughborough in the late 1920's.

[W. L. Good

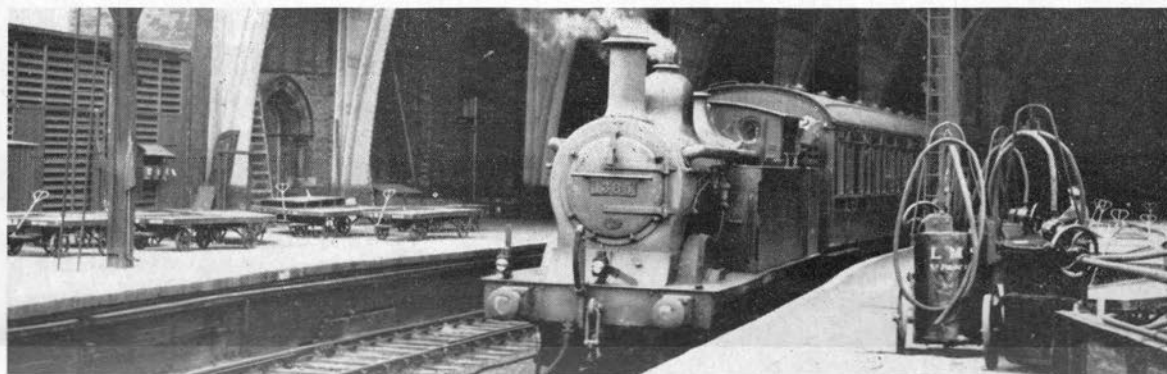


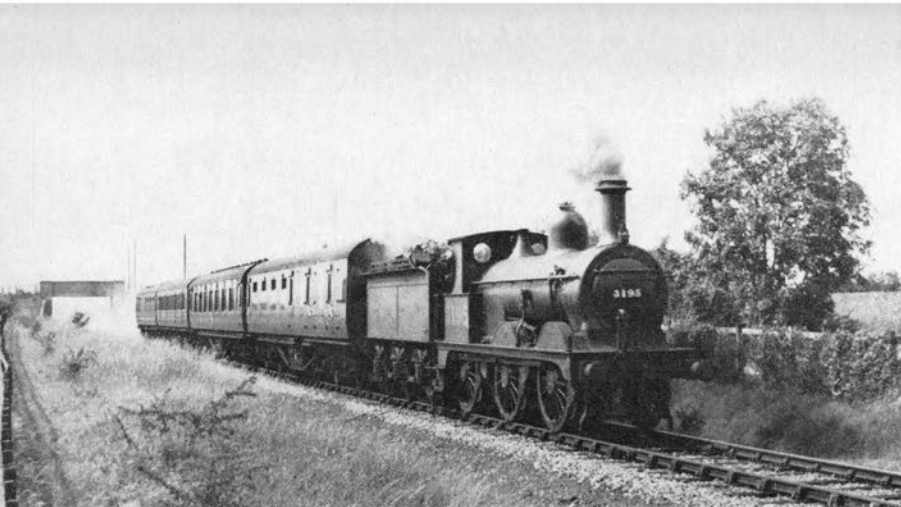


An unidentified Caledonian 4-6-0 on a local train at Oban.
[L.G.R.P. No. 3975]

Johnson 0-4-4 Tank No. 1385 one of the condensing fitted ones for working through the Metropolitan tunnels, on an empty stock train at St. Pancras in 1938.

[H. C. Casserley]



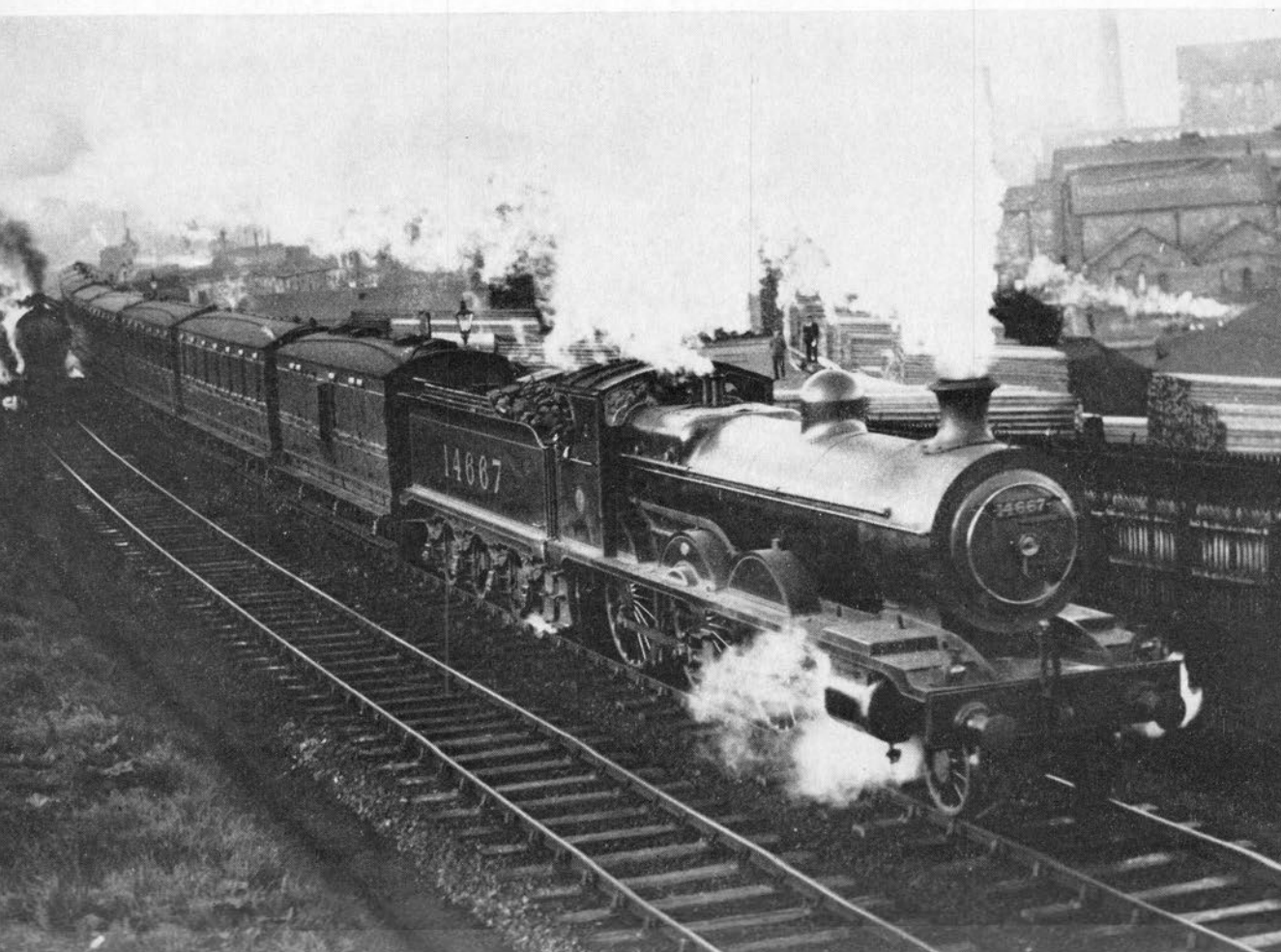


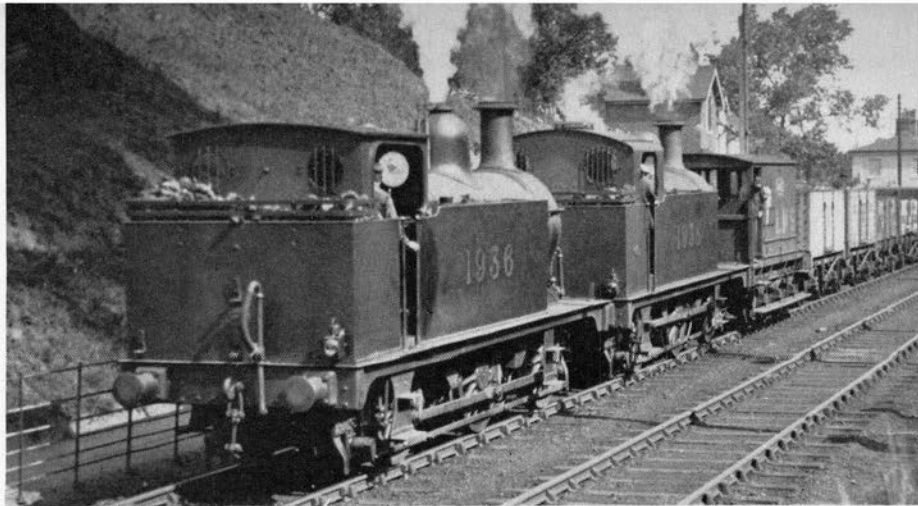
Johnson Class 2 0-6-0 No. 3195 with a Kettering-Cambridge train, near Kimbolton July 1939.

[H. C. Casserley

G. & S.W. 4-6-0 No. 14667 with an express near Ayr in 1924.

[L.G.R.P.





Lickey again! Two Johnson 0-6-0 Tanks, Nos. 1936 and 1938 (later 7236 and 7238) at the summit of the ascent at Blackwell, and about to drop off from the train. About 1929.

[W. L. Good

G. & S.W. Manson "240" Class 4-4-0 No. 14259 piloting 4-6-0 No. 14673, out of Dumfries.

[L.G.R.P.





Left: A large boilded Claughton climbing Shap.

[Loco. Publishing Co.]

Opposite top: L.T. & S.R. 4-4-2 Tank No. 2137 sets out for Fenchurch St. from Tilbury in May 1947.

[H. C. Casserley]

Opposite bottom: Re-boilered Claughton No. 6004 "Princess Louise" with a down express.

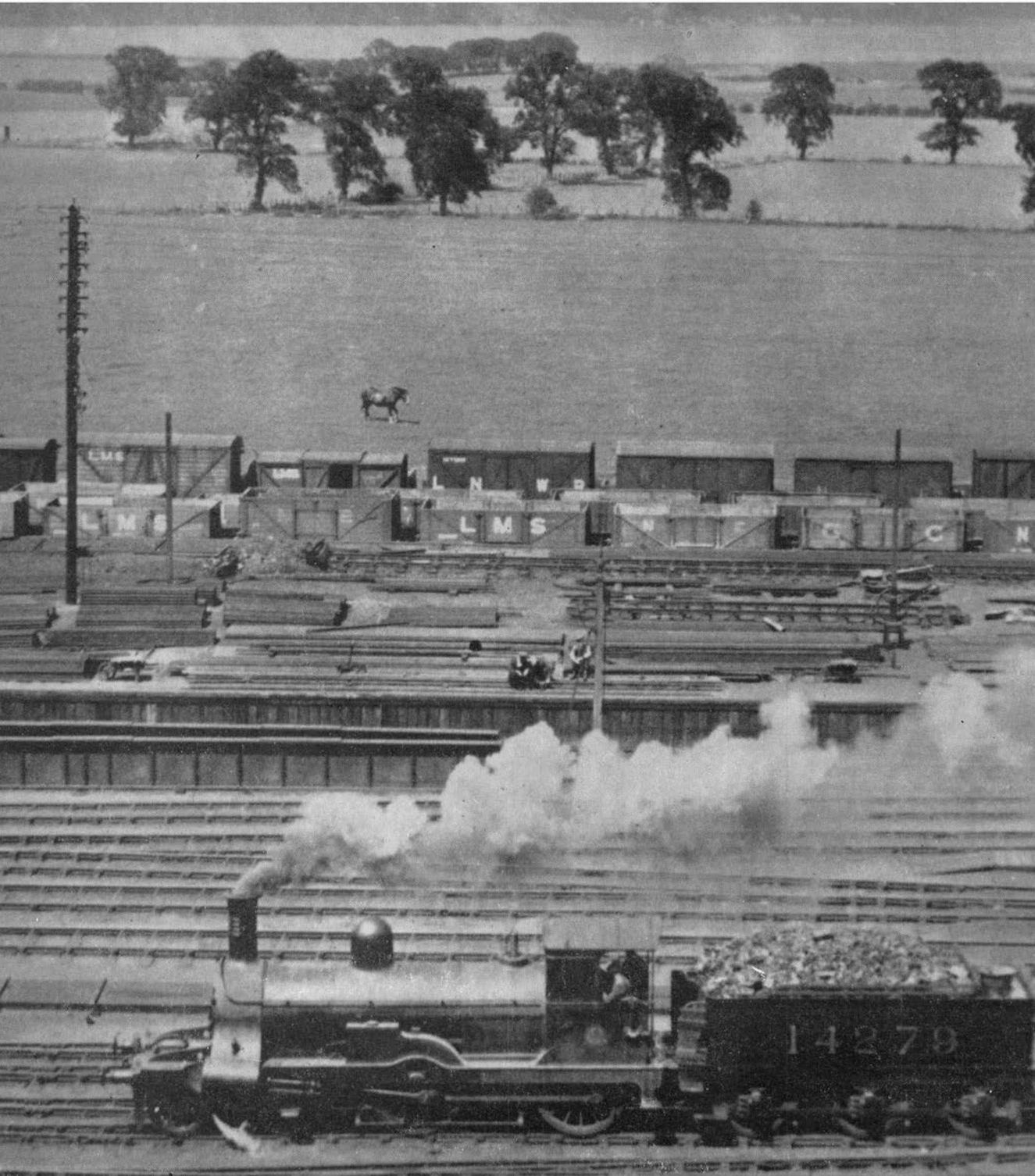
[W. L. Good]

Below: Johnson 2-4-0 No. 171, rebuilt with Belpaire boiler, with a St. Pancras-Bedford train near Hendon in 1927.

[H. C. Casserley]







A view of the Highland Railway at Inverness looking over the Moray Firth. In the foreground is Skye Bogie No. 14279. Photograph taken in June 1927.
[H. C. Casserley



Highland Railway. Dalnaspidal cabin, the highest signal box in the British Isles. No. 14393 "Loch Luichart" has just piloted a south-bound express from Aviemore. June 1928.

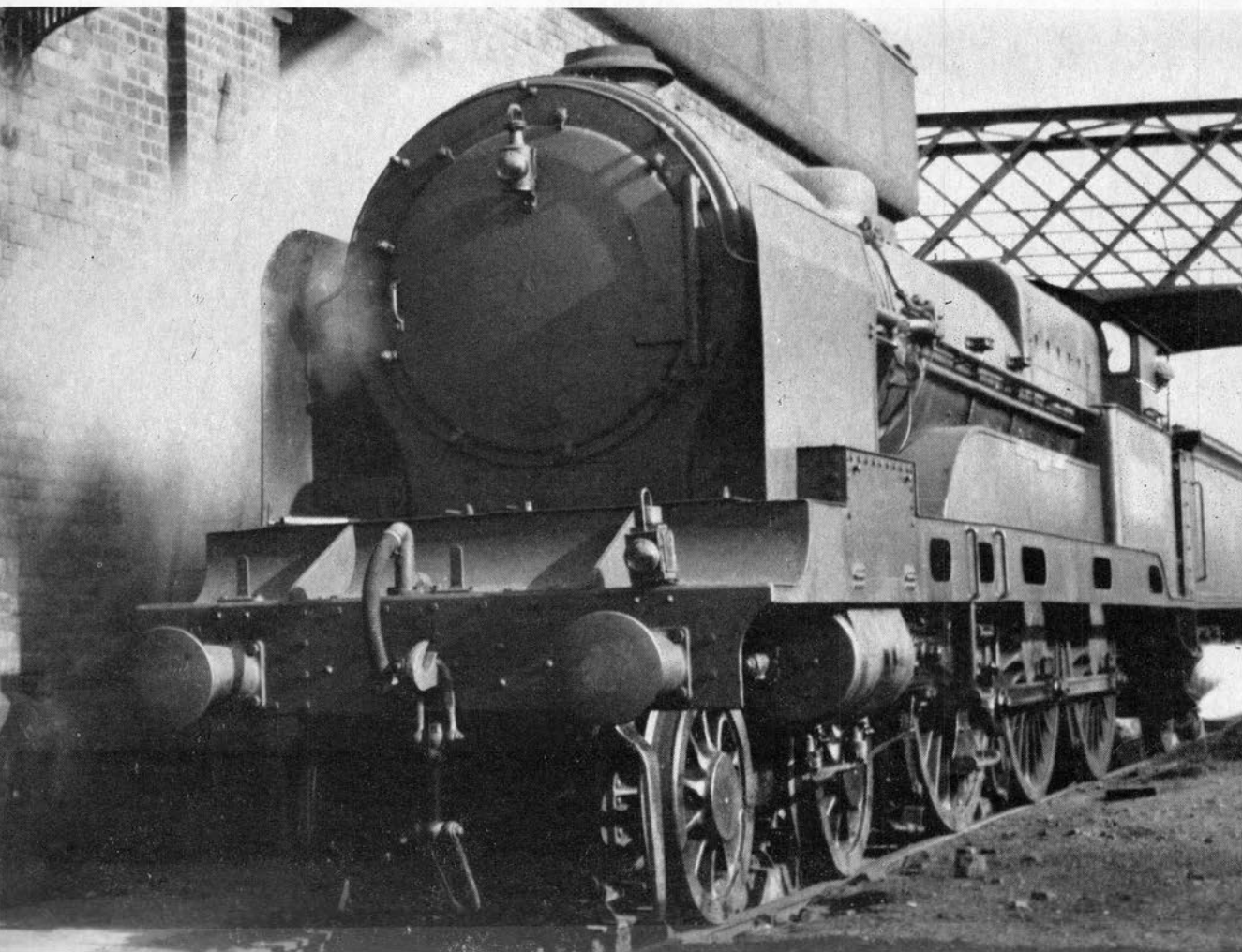
[H. C. Casserley

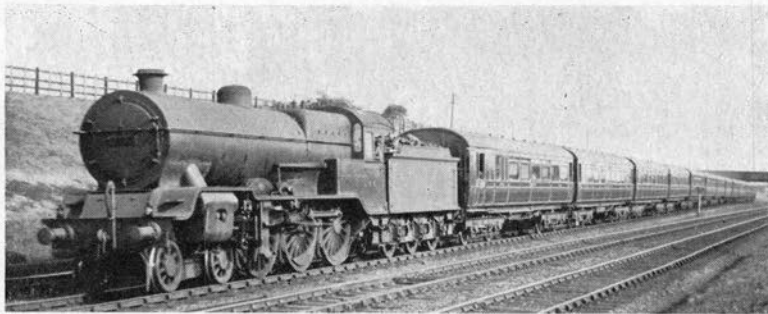


One of the large Whitelegg 4-6-4 Tanks built by the L.T. & S.R. but not delivered until absorption by the Midland in 1912; with a Barking-Shoeburyness train near Upminster. These engines were found to be too heavy for working into Fenchurch Street and their use on the Tilbury line was in consequence severely restricted.
[H. L. Salmon]

Claughton No. 5927 "Sir Francis Dent," as rebuilt with a large boiler and Caprotti Valve Gear, cranks set at 135 degrees, and fitted with deflectors. Photographed at Carlisle Shed in July 1935.

[L.G.R.P.]

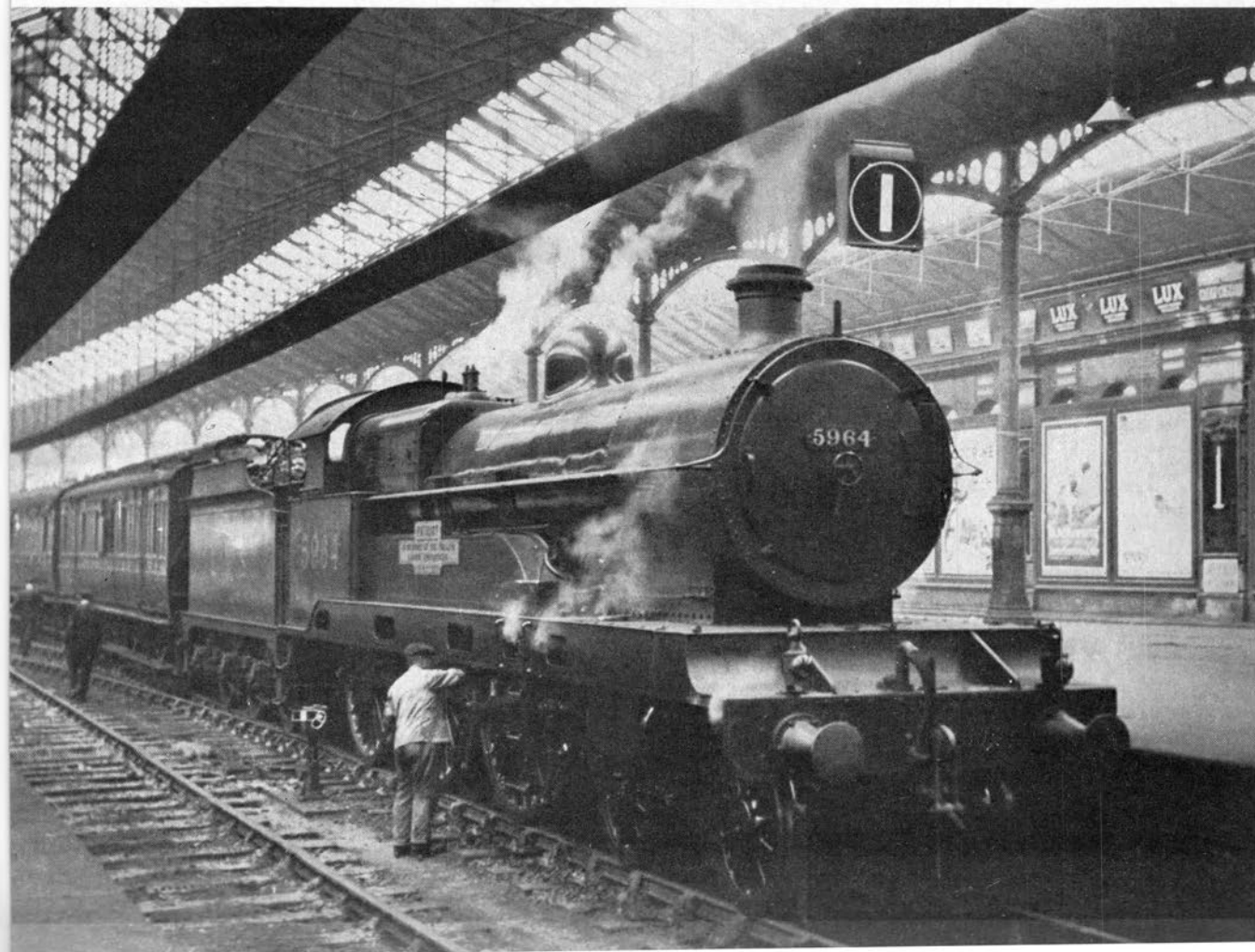


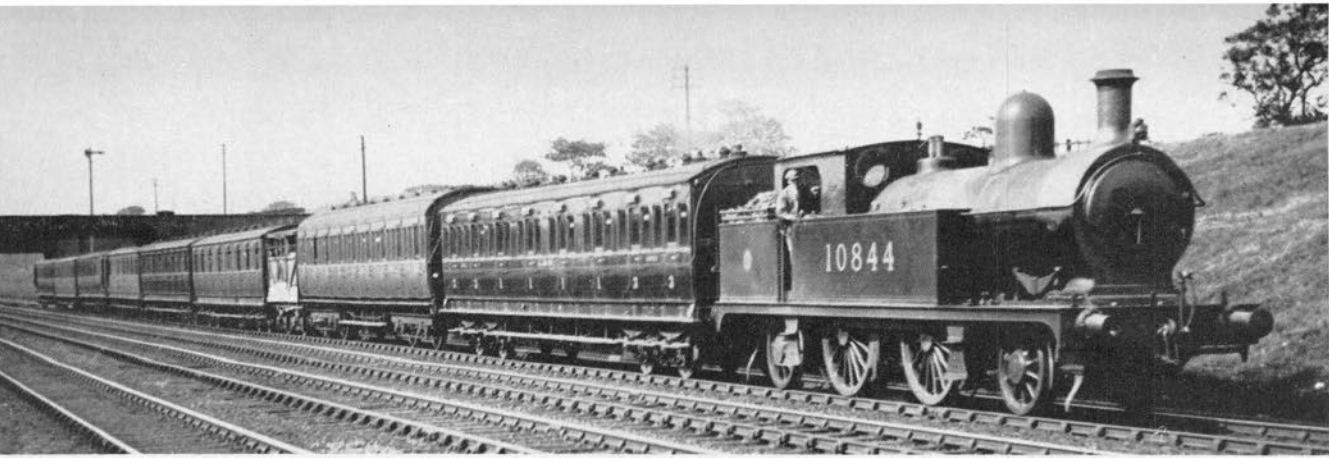


Lancashire and Yorkshire Hughes 4-6-0 No. 10449 with a Blackpool express, near Preston; about 1926.

[H. L. Salmon]

The L. & N.W.R. memorial engine, in L.M.S. guise, at Euston in 1929; No. 5964 "Patriot". Fitted with pop safety valve and with R.O.D., G.C.R. type tender. [L.G.R.P.]





One of the numerous L. & Y. 2-4-2 Tanks, which did such yeoman service for many years; from intensive local running to main line express duties, seen here with a typical L. & Y. train of mixed stock, about 1926.

[H. J. Salmon]

A 5XP Class 4-6-0 No. 45500 at Shap Summit, photographed on 22nd February 1960.

[D. Cross]



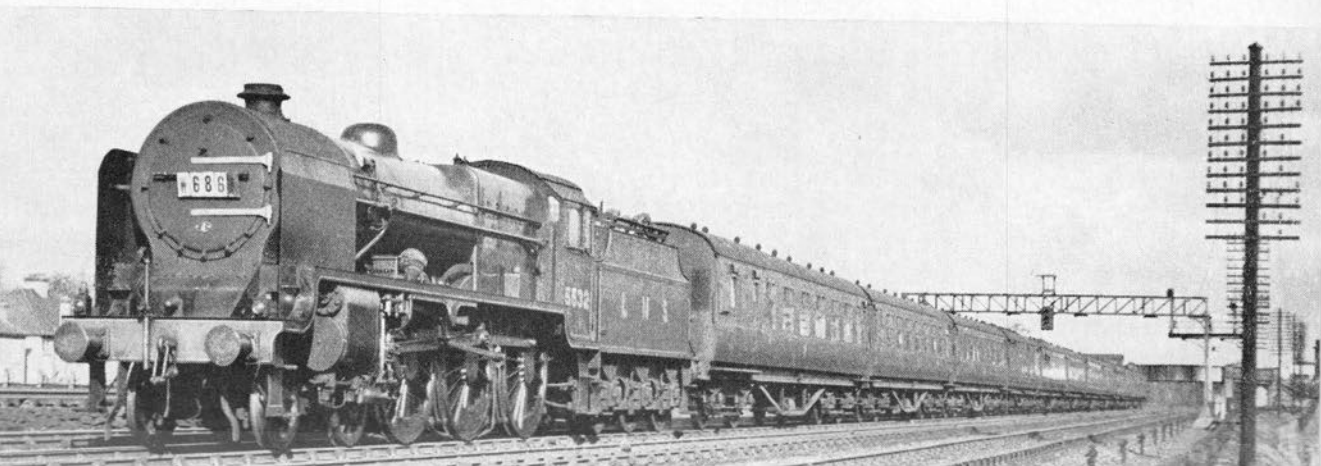


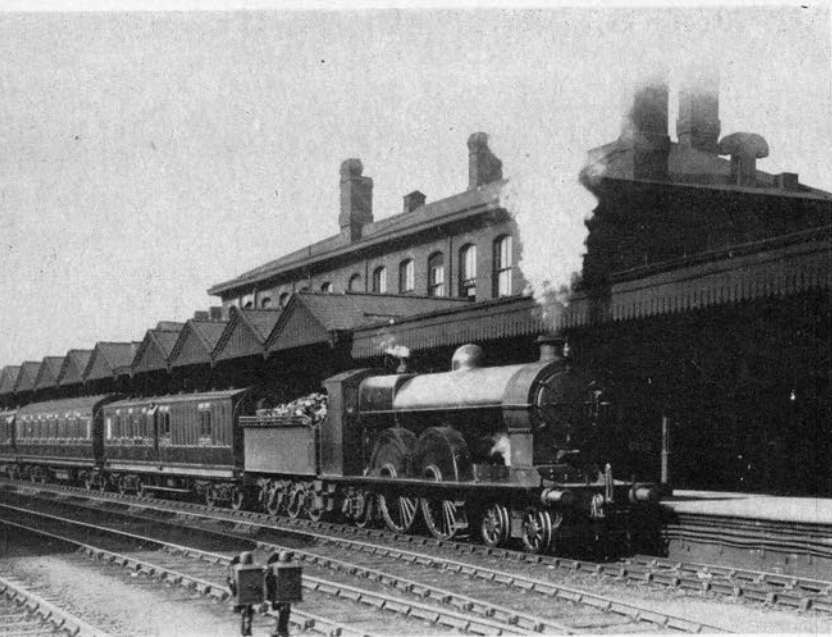
The last steam rail motor, of which the L. & Y.R. had eighteen units at one time, seen here at Blackrod, with the Horwich branch train in 1947.

[H. C. Casserley

Patriot Class 4-6-0 No. 5532 "Illustrious" passing Headstone Lane in 1938, with a Cup Final Excursion.

[C. R. L. Coles

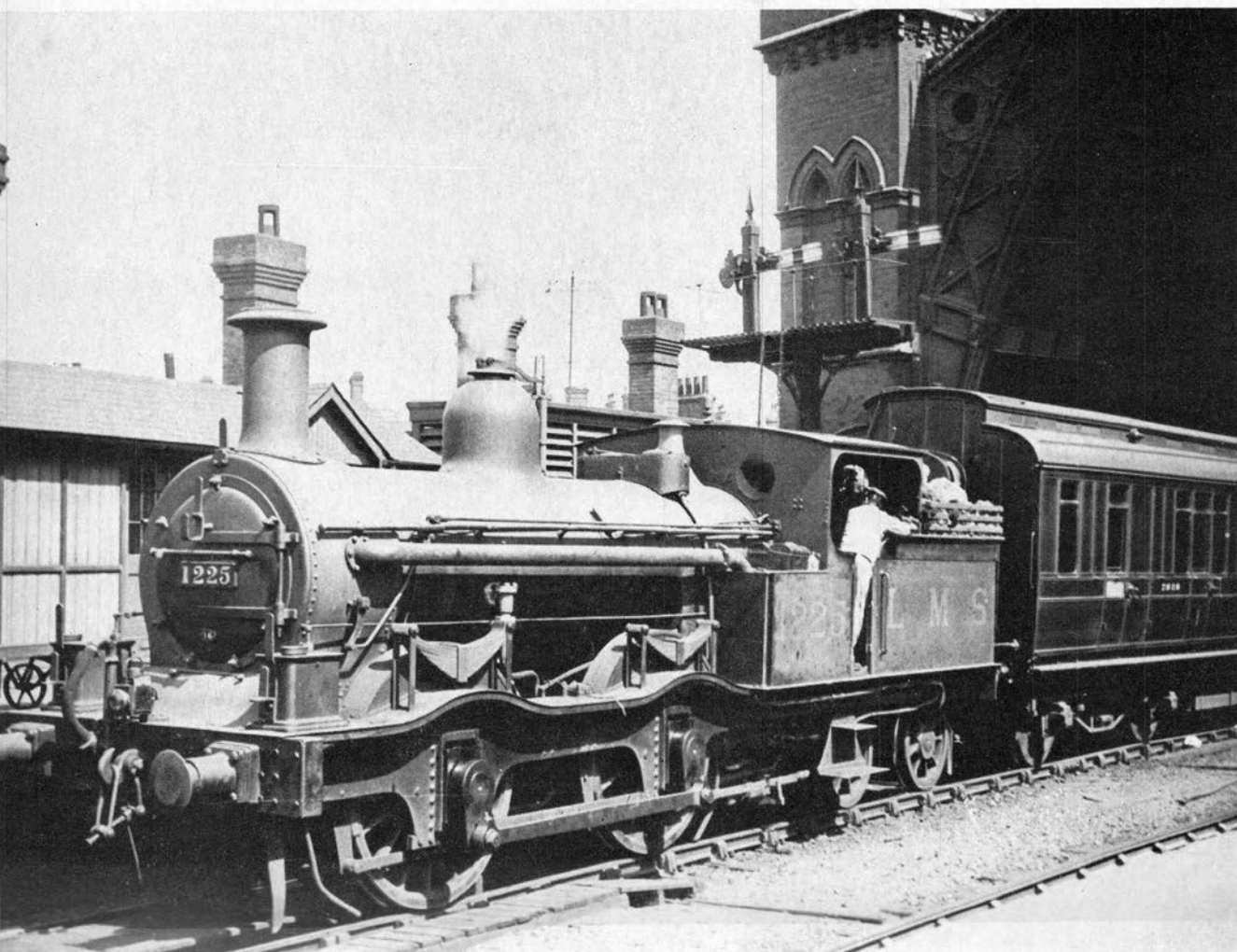




One of the well known L. & Y. "High-flyers" No. 10320 inside cylinder Atlantics, at Stockport, in 1933.
[W. H. Whitworth]

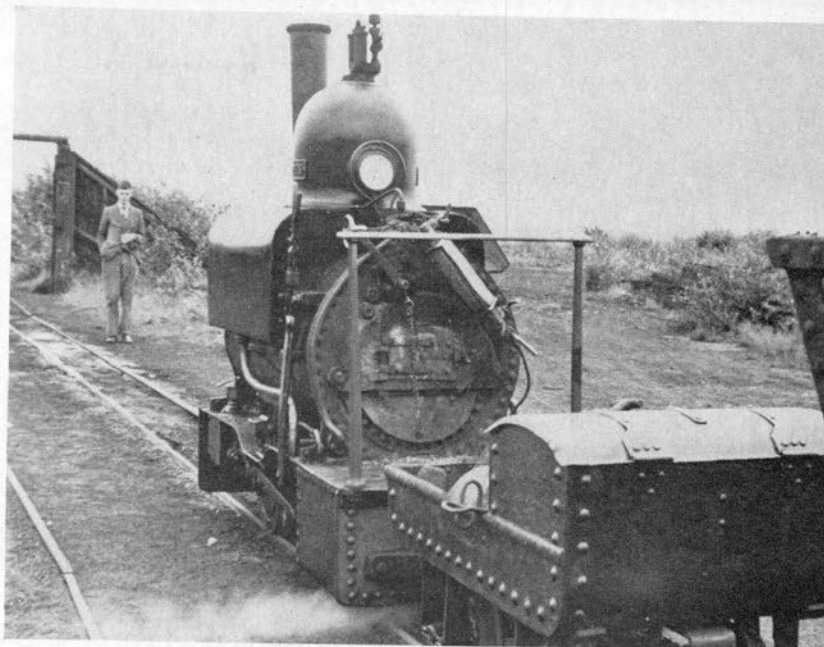
Midland 0-4-4 condensing Tank No. 1225 at St. Pancras.

[L.G.R.P.]



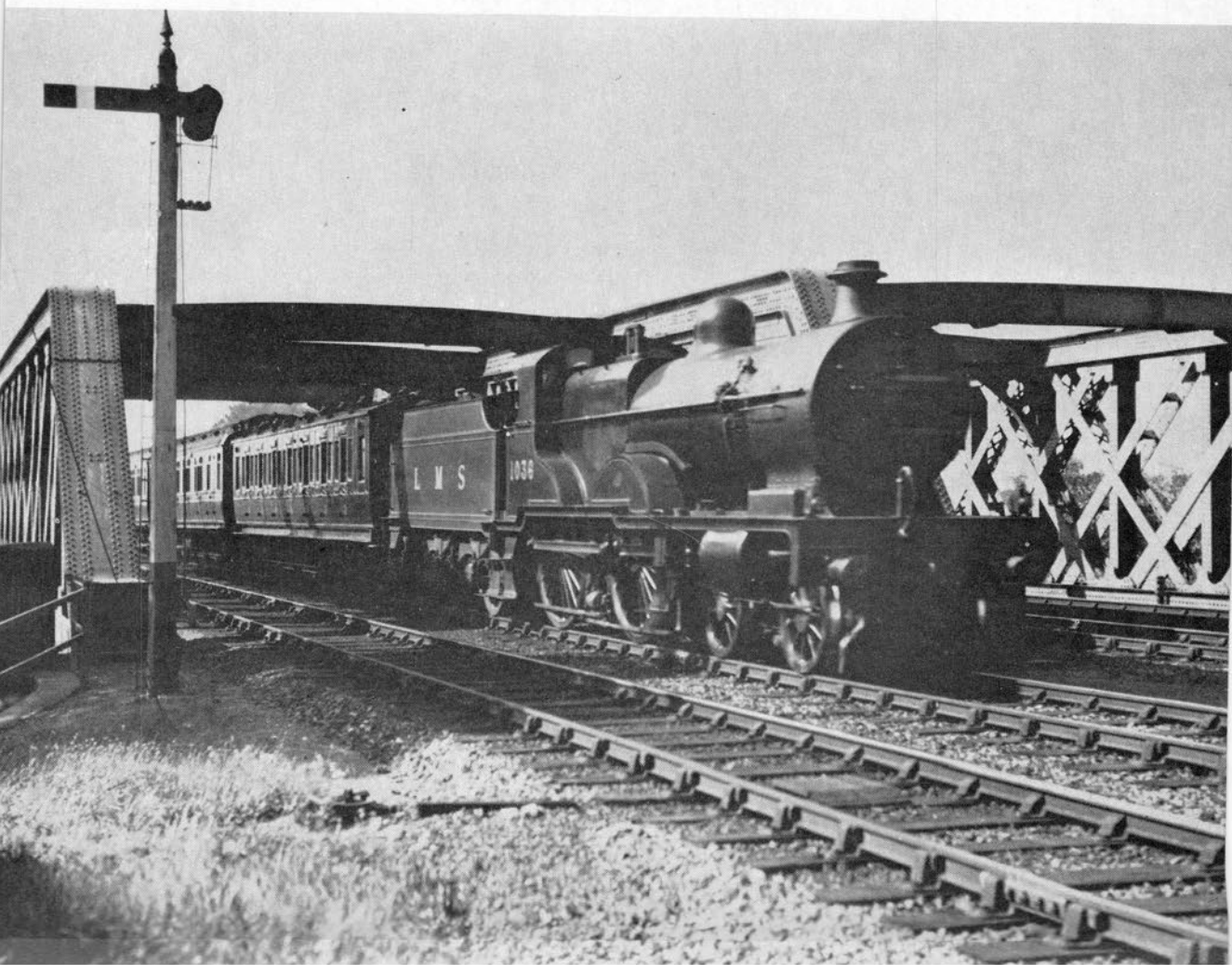
L. & Y.R. narrow gauge works engine "Wren" at Horwich in 1953. This diminutive locomotive can now be seen in Clapham Museum.

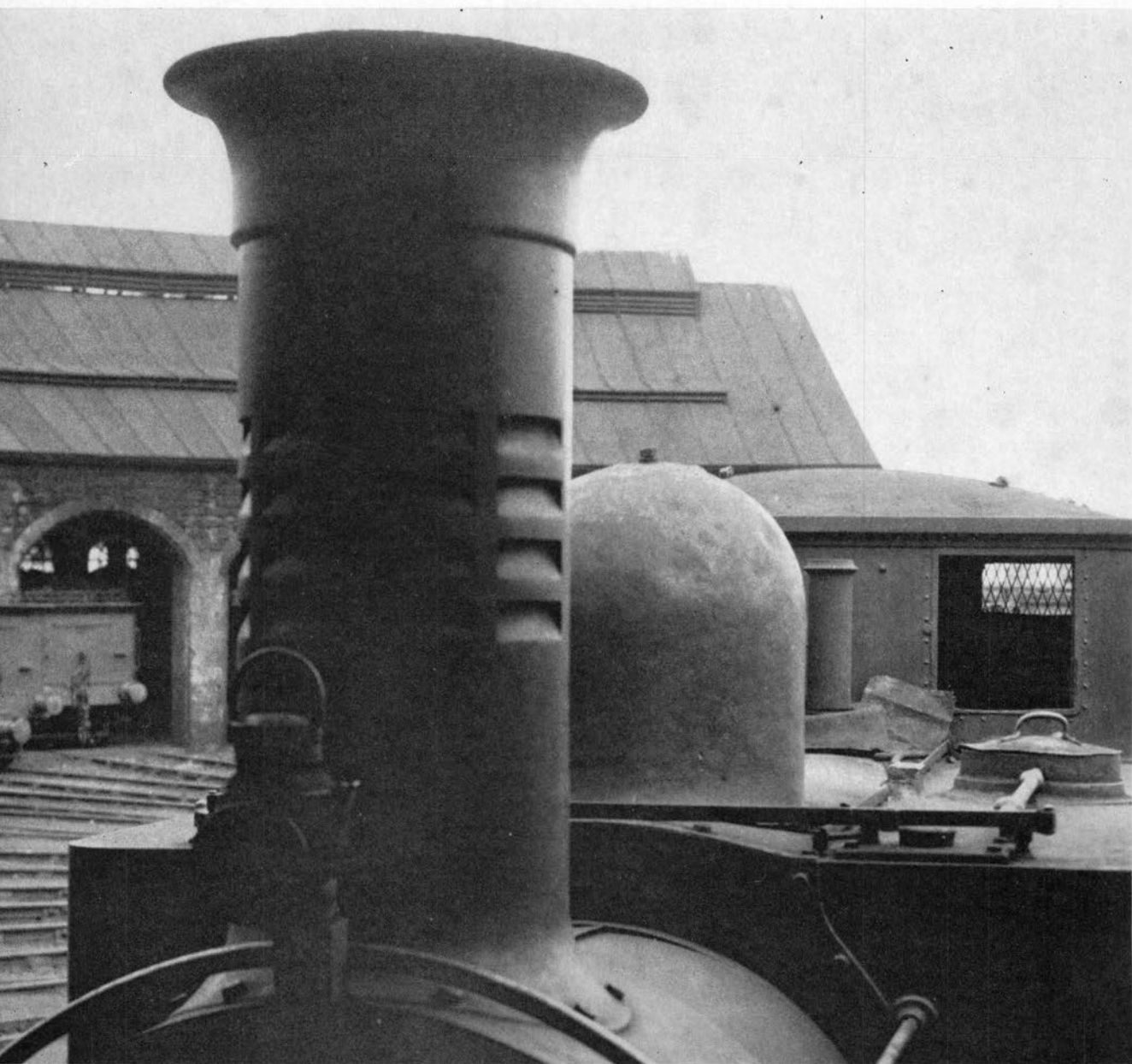
[H. C. Casserley



Midland Compound No. 1036 on an express near Bedford in 1928.

[L.G.R.P.





A view of the Highland Shed at Inverness in 1930. The louvred chimney is on a 4-4-0 Tank No. 15010. This shed, together with the well-known "Marble Arch" coal stage and other adjuncts, have now all been razed to the ground.

[H. C. Casserley



Highland Railway. A standard Class 4 goods No. 4312 on Killiecrankie viaduct in July 1931.

[H. C. Casserley



Another view of a Hughes 4-6-0 No. 10426 near Lea Road in 1924.

[C. J. L. Romanes

Coniston Station on the Furness Line, looking "Up" showing signal box and running shed.

[L.G.R.P.



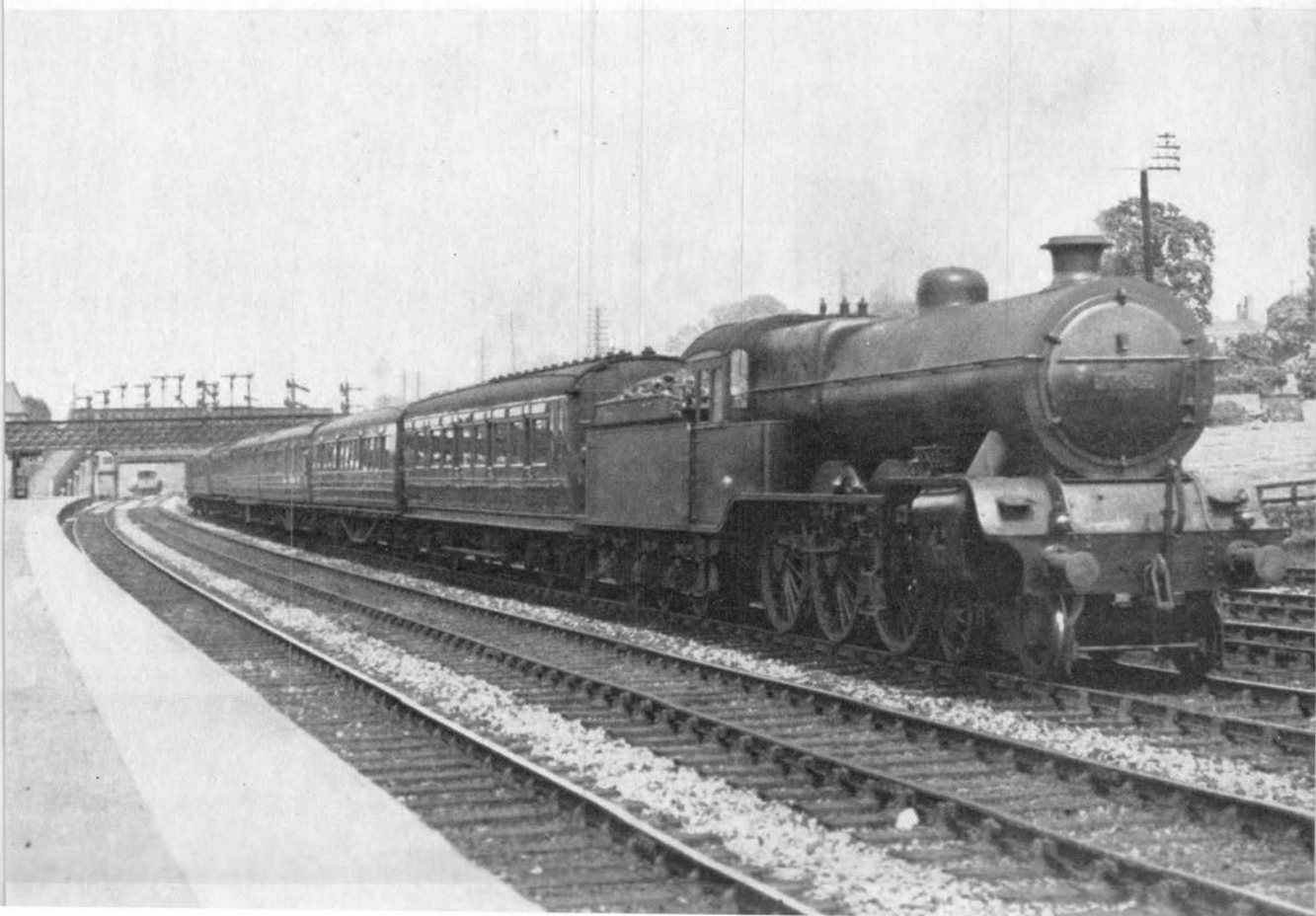


Furness Railway Baltic Tank No. 11101 leaving Carnforth with a through train to Whitehaven, about 1925.

[H. J. Salmon

Lancashire and Yorkshire Class 5 4-6-0 No. 10439 on an up express, leaving York in 1929.

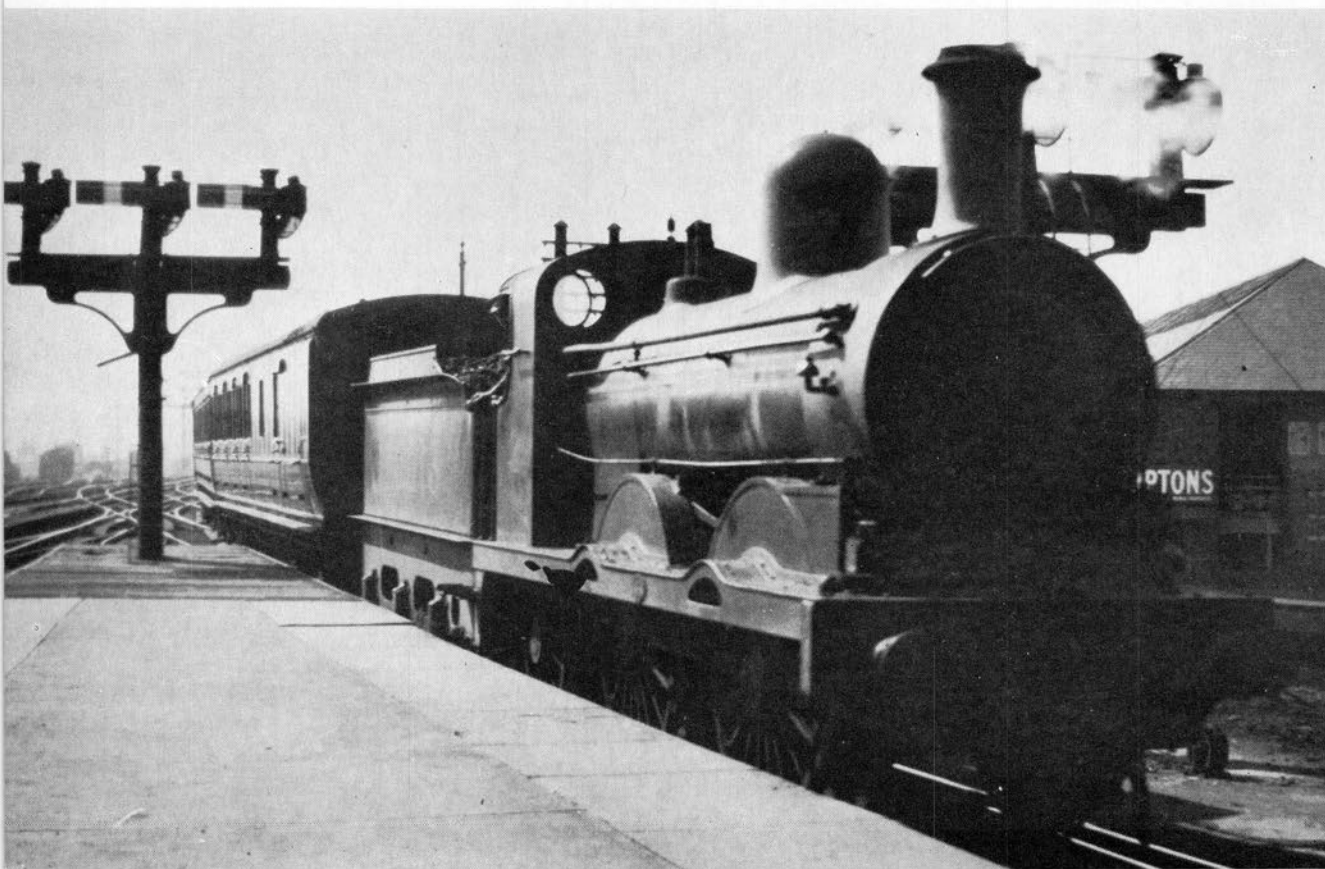
[L.G.R.P.





Furness 4-4-2 Tank No. 11080 at Lakeside, about 1925.

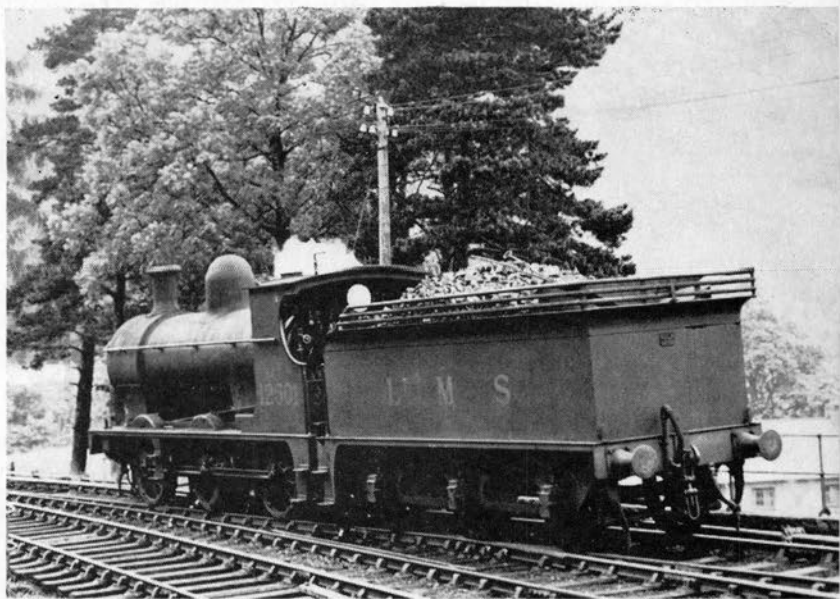
[H. J. Salmon]



Maryport and Carlisle 0-4-2 No. 10013 enters Carlisle with a passenger train.

[L.G.R.P.]

Furness 0-6-0 No. 12501 in picturesque
setting, at Coniston, June 1935.
[H. C. Casserley]



Highland 4-4-0 Big Ben Class No. 14419
with a local passenger train near Tain
in 1930.

L.G.R.P.





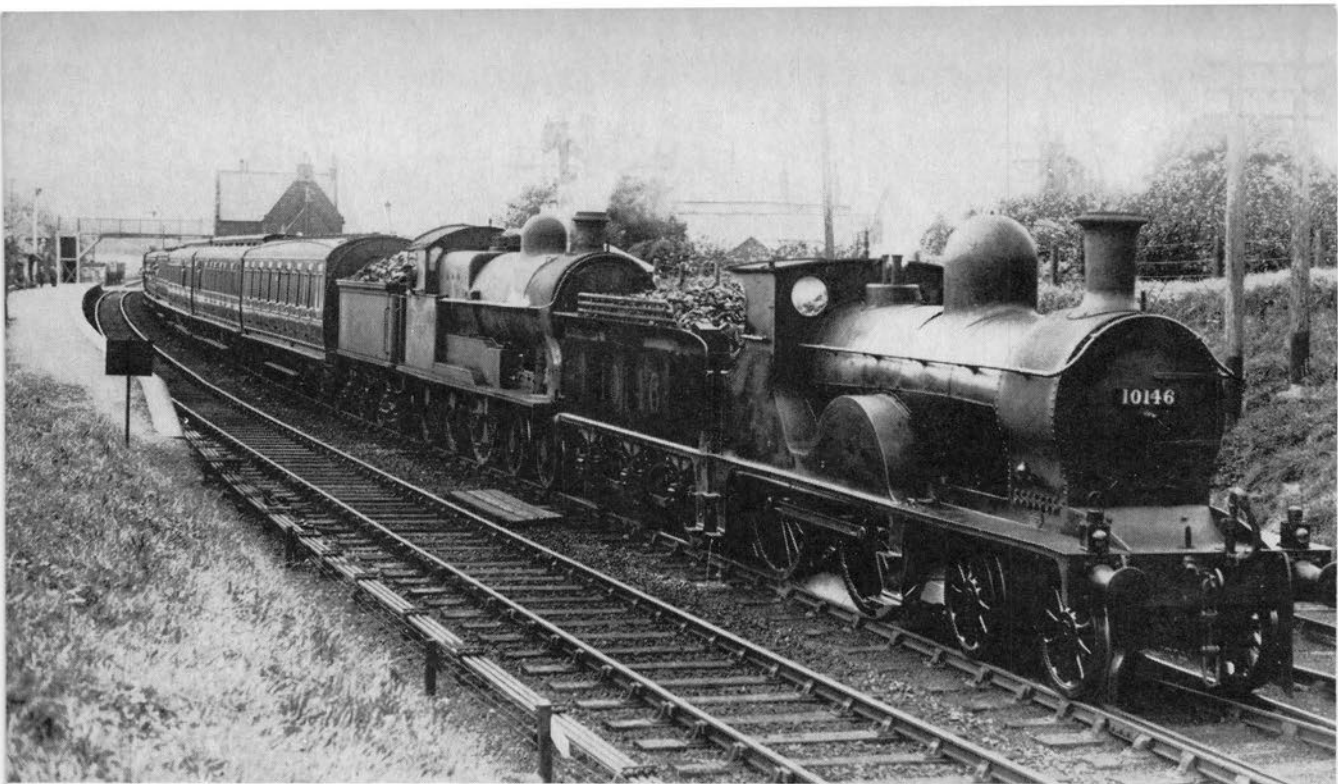
L.M.S.R. For the first few years of the grouping the Midland became the predominant partner so far as the locomotive department was concerned, much to the disgust of the L.N.W.R., and M.R. designs were adopted as standard types for future construction. Most important amongst these were the Deeley Compounds, of which a further 195 were built. Although obviously too small for the heaviest duties they did nevertheless do very well on moderately sized trains, particularly on the Caledonian and G.S.W.R. sections, where they often successfully tackled loads of 12 or 13 bogies. With heavier trains they had to be piloted, or used in pairs as in this picture of No. 1142 and another, near Abington in 1926.

[C. J. L. Romanes



The Fowler Class 2 4-4-0's were also multiplied considerably, many went to the G. & S.W.R. where they quickly replaced that Company's miscellaneous collection of the same wheel arrangement. The last one to be constructed, No. 700 is seen here on the S. & D.J.R. at Masbury Summit in 1938.

[H. C. Casserley

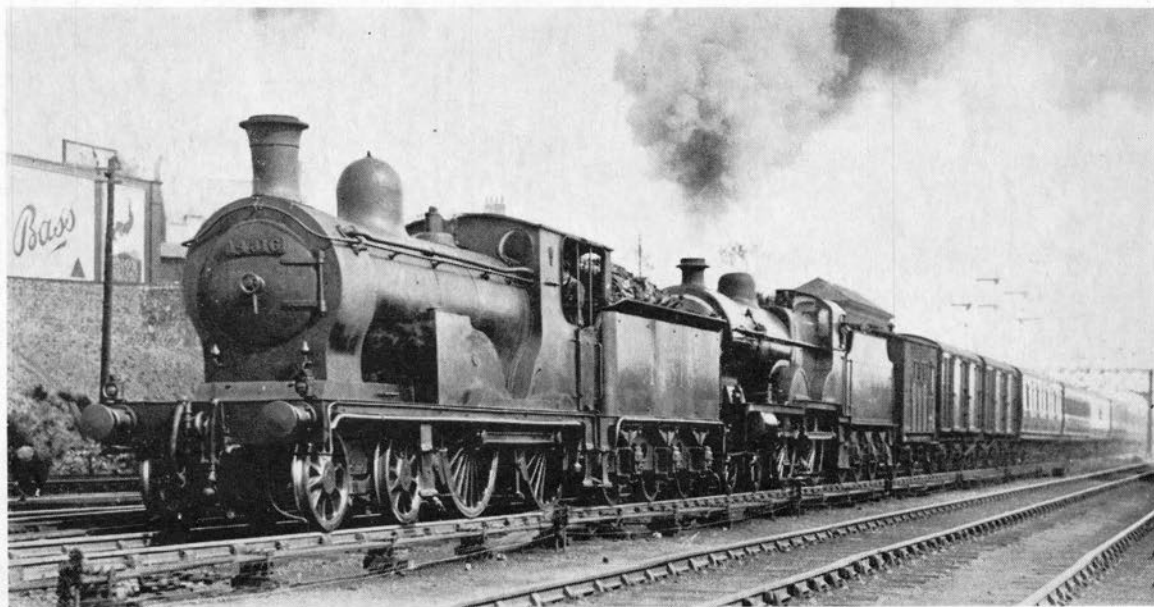


Furness 6' 6" 4-4-0 No. 10146, piloting L.N.W.R. Prince of Wales Class No. 5776, about 1925.

[W. H. Whitworth

McIntosh Caledonian "Dunalastair I" 4-4-0 No. 14316 and L.M.S. Compound 4-4-0 No. 992 double-head an up express from Aberdeen.

[F. R. Hebron



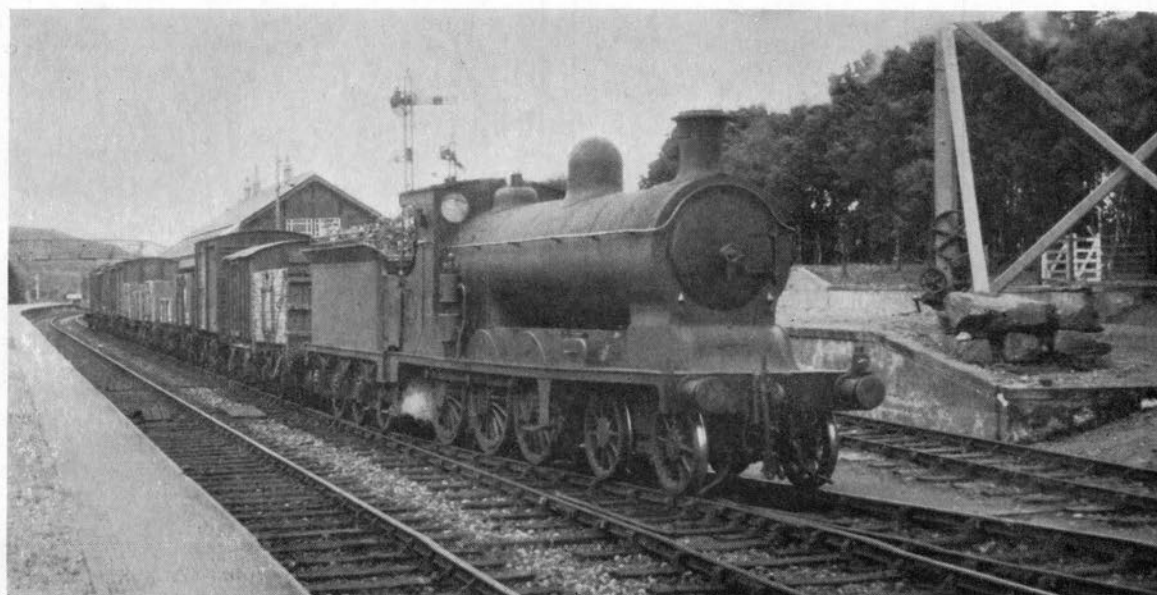


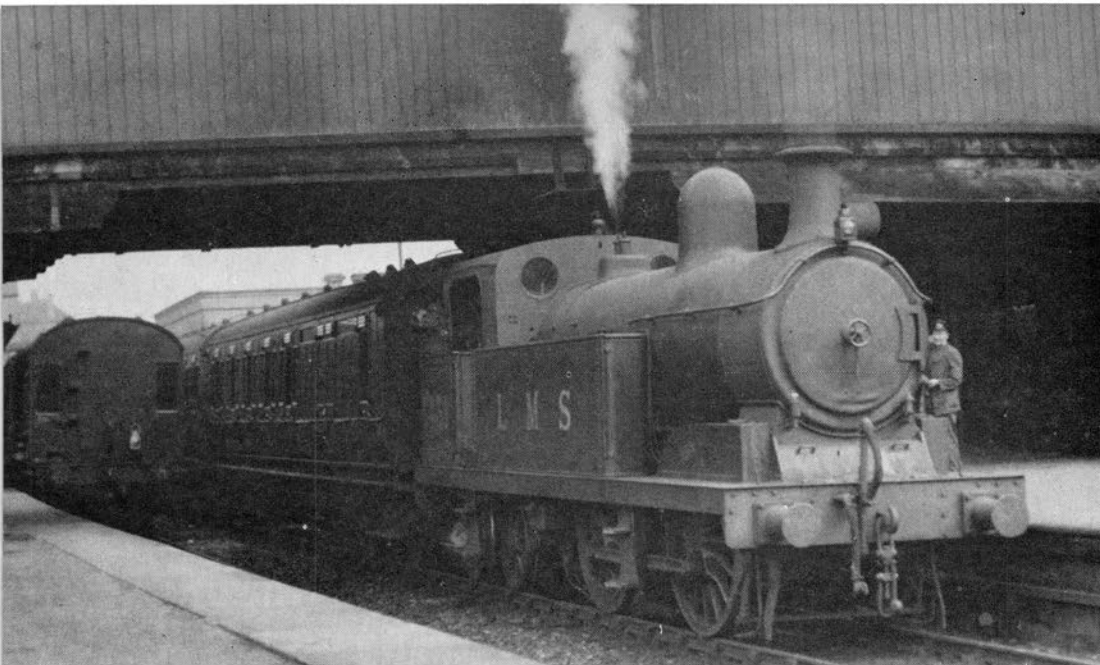
North Stafford 0-6-2 Tank No. 2265 seen at Waterhouses, 1934.

[H. C. Casserley

Caledonian "Oban Bogie" 4-6-0 No. 14604 with a freight train.

[L.G.R.P.



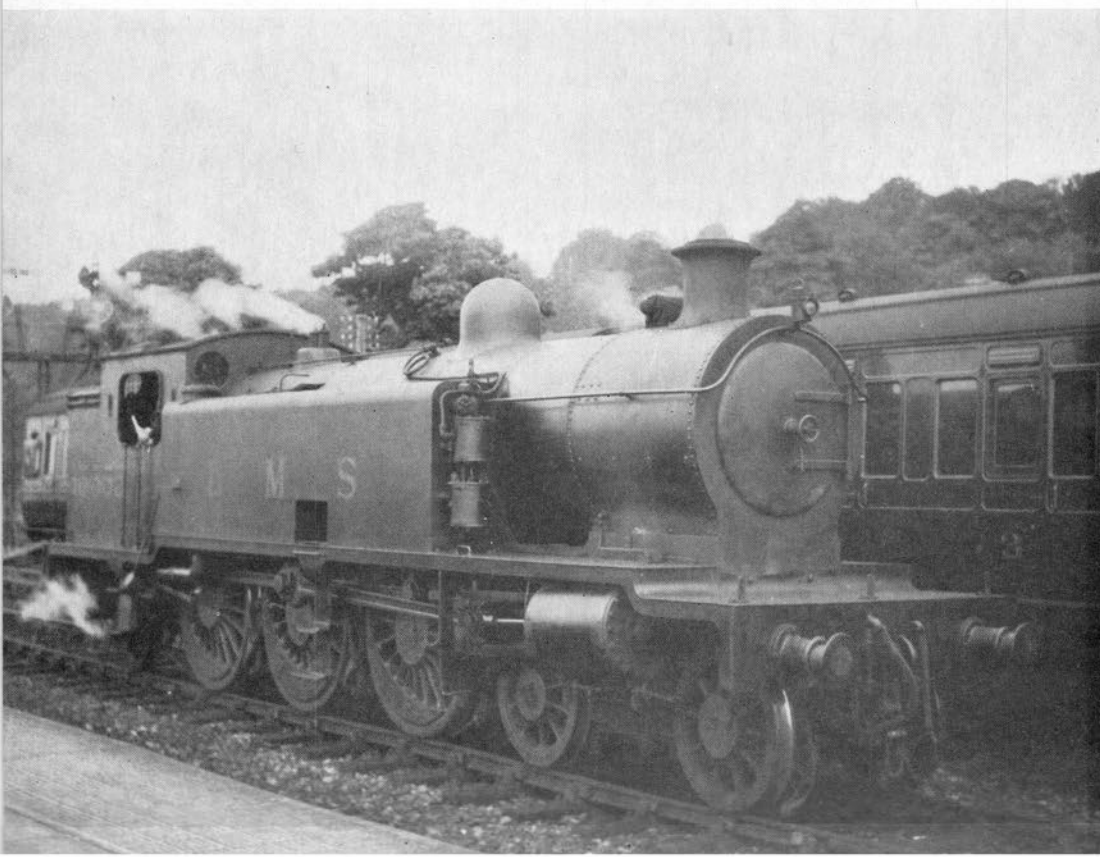


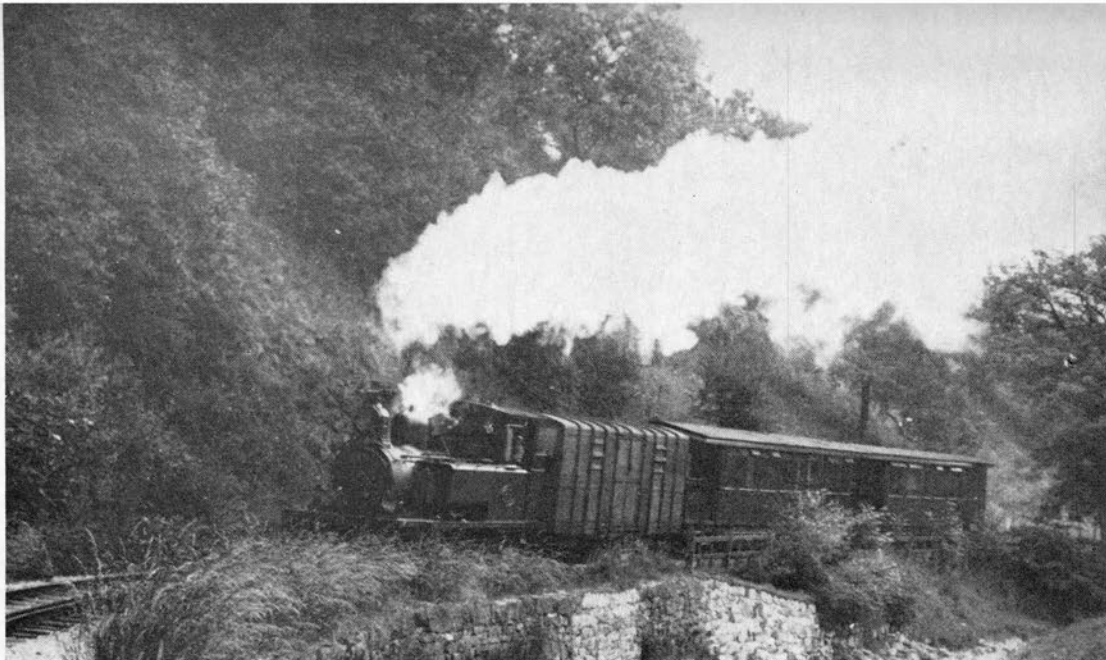
North Stafford 0-4-4 Tank No. 1431 seen here at Leek in 1933.

[H. C. Casserley

Caledonian 4-6-2 Tank No. 15355 at Weymss Bay. Designed by Pickersgill in 1917.

[L.G.R.P.





A scene on the picturesque Leek and Manifold Valley Light Railway with 2-6-4 Tank No. 2 "J. B. Earle". This 2' 6" gauge line closed in 1934.

[H. C. Casserley

Highland/Caledonian River Class 4-6-0 No. 14757 with a stopping passenger train.

[L.G.R.P.



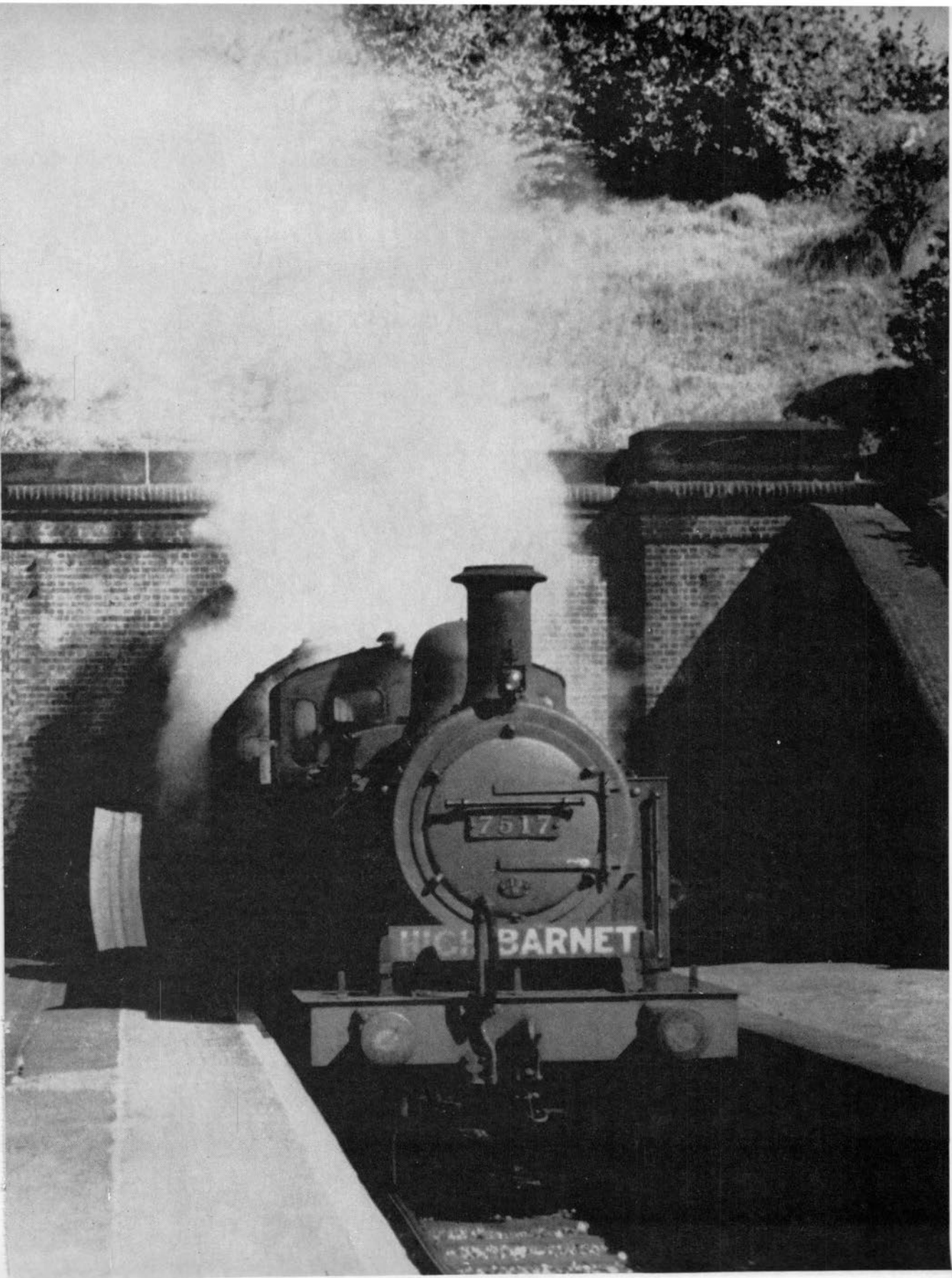


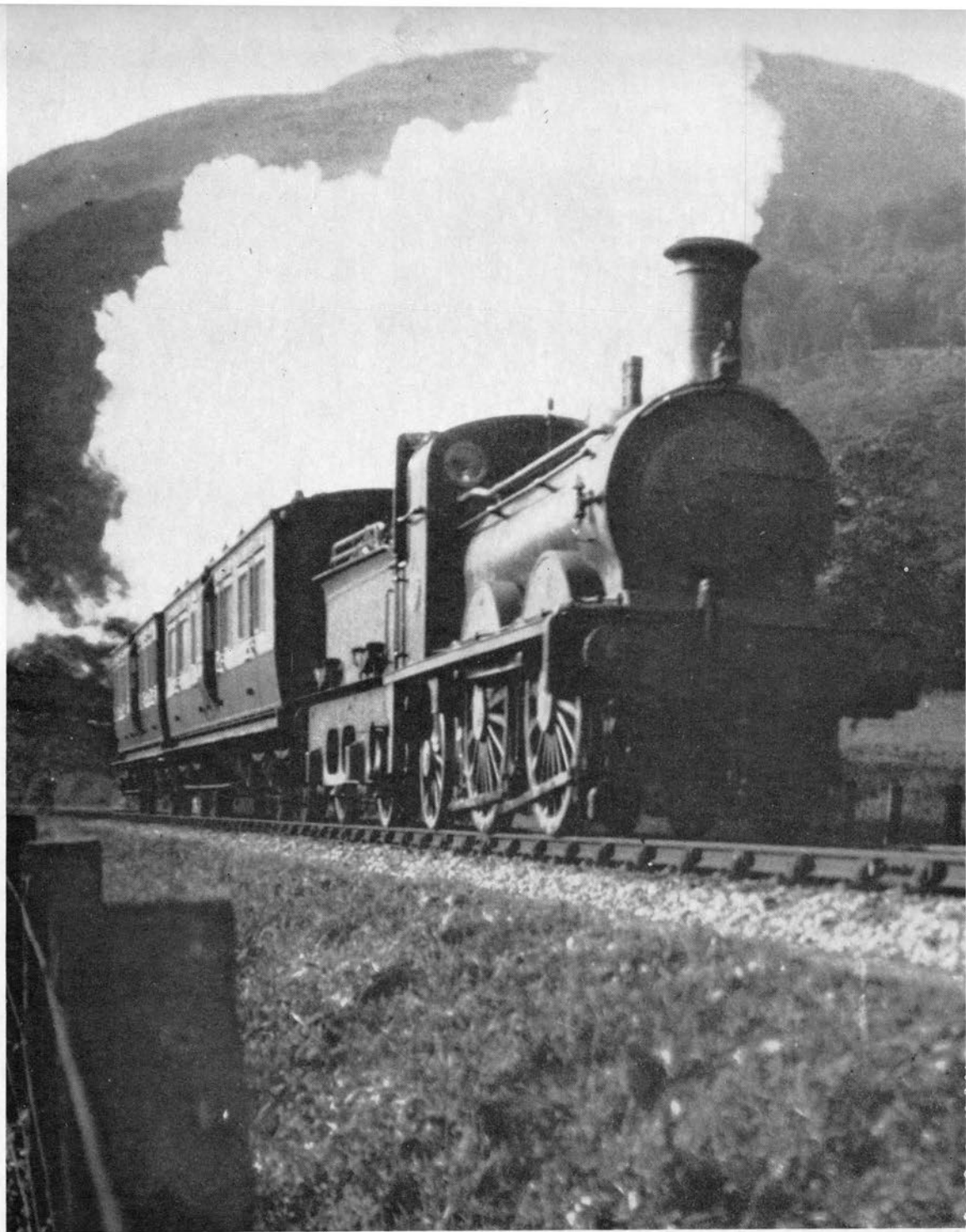
Above: One early L.M.S. grouping design which did not bear the Midland stamp except in a few minor details such as the cab and tender, was the Horwich 2-6-0 of Hughes parentage. Ten of these engines Nos. 13100/13109 (later 2900/2909) went to the Highland Railway and worked on express links until replaced by standard Class 5 4-6-0's. No. 13105 is seen here near Slochd summit in July 1931 with a south-bound express.

[H. C. Casserley

Right: Another M.R. design perpetuated with slight modifications was the Johnson 0-6-0 Tank, now usually referred to as "Jinties", and of which a considerable number still remain at work in 1966. Some of them took over the North London passenger duties out to the "Northern Heights" from Broad Street, over the G.N.R. suburban lines, and No. 7517 is seen here emerging from Highgate tunnel in 1937.

[H. C. Casserley



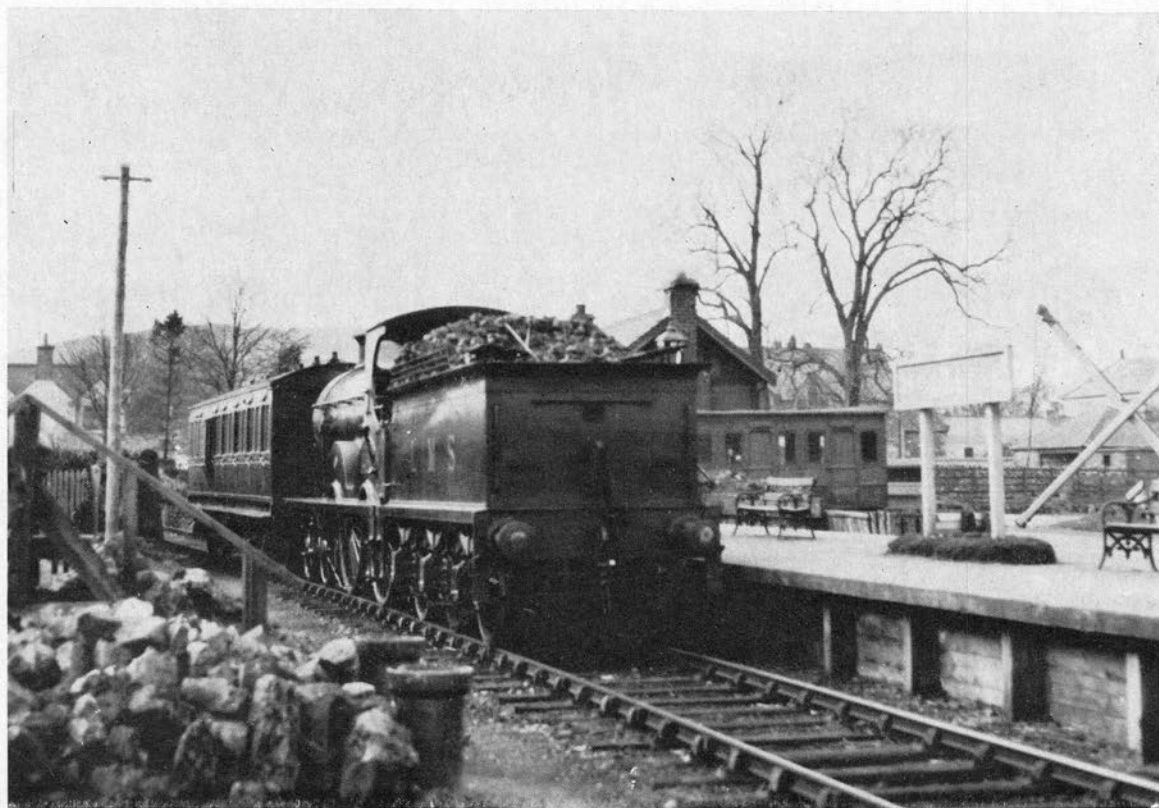


Maryport and Carlisle 0-4-2 seen here on a passenger train near Brigham in 1922; just before the amalgamation.
[C. J. L. Romanes]



A sylvan setting on the Somerset & Dorset. Standard L.M.S. Class 4 0-6-0 No. 4200 with a local passenger. Taken near Midford.

[W. Vaughan Jenkins]



Moniaive Station, G.S.W.R. looking to the buffers.

[L.G.R.P.]

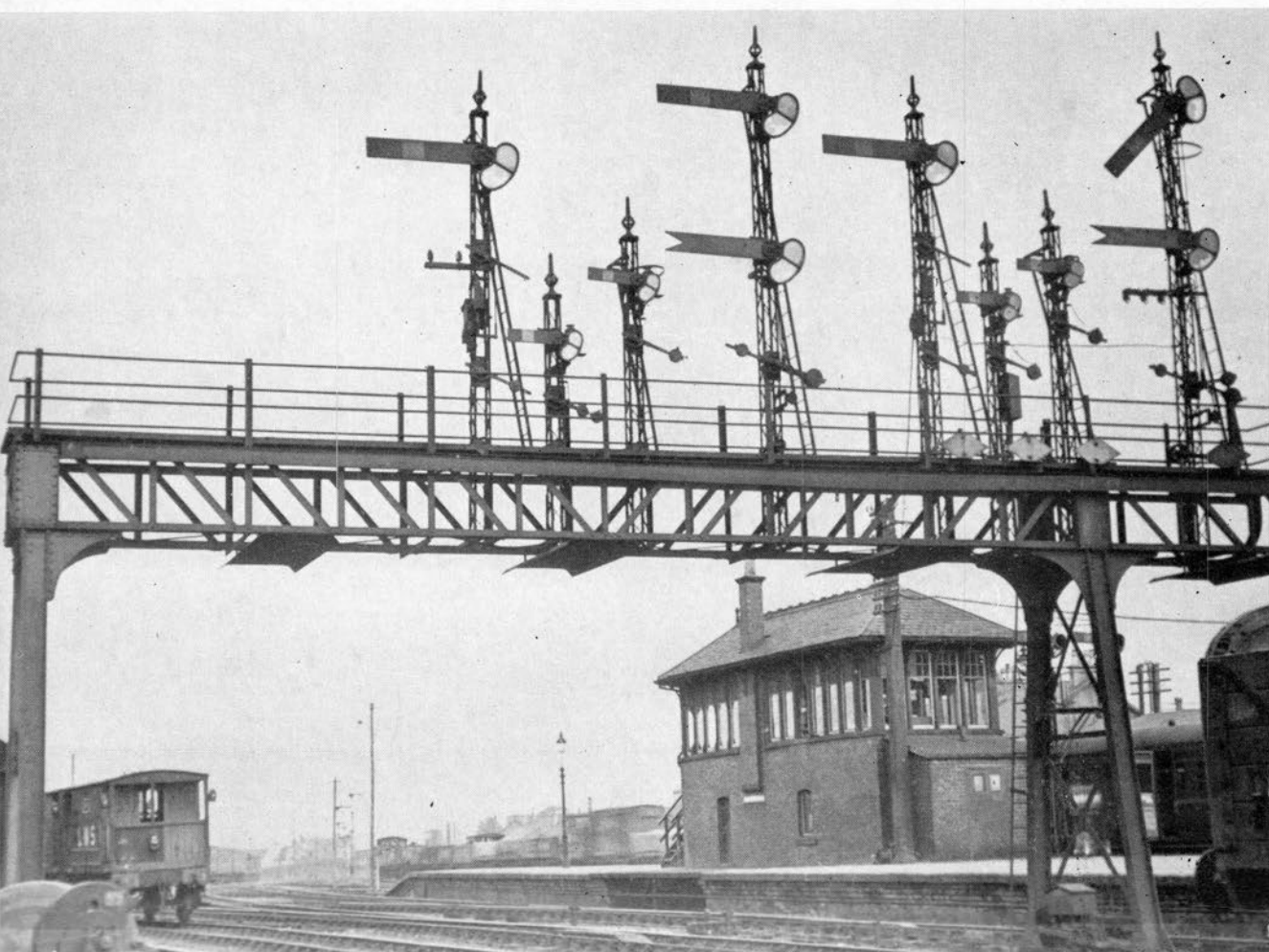


S. & D.J.R. Derby built 2-8-0 No. 13801 near Wellow. Although a Fowler design of obvious Midland lineage, the parent Company never constructed any for its own use.

[W. Vaughan Jenkins

Caledonian signals at Carstairs. A ten-arm gantry with home and distant arms.

[L.G.R.P.



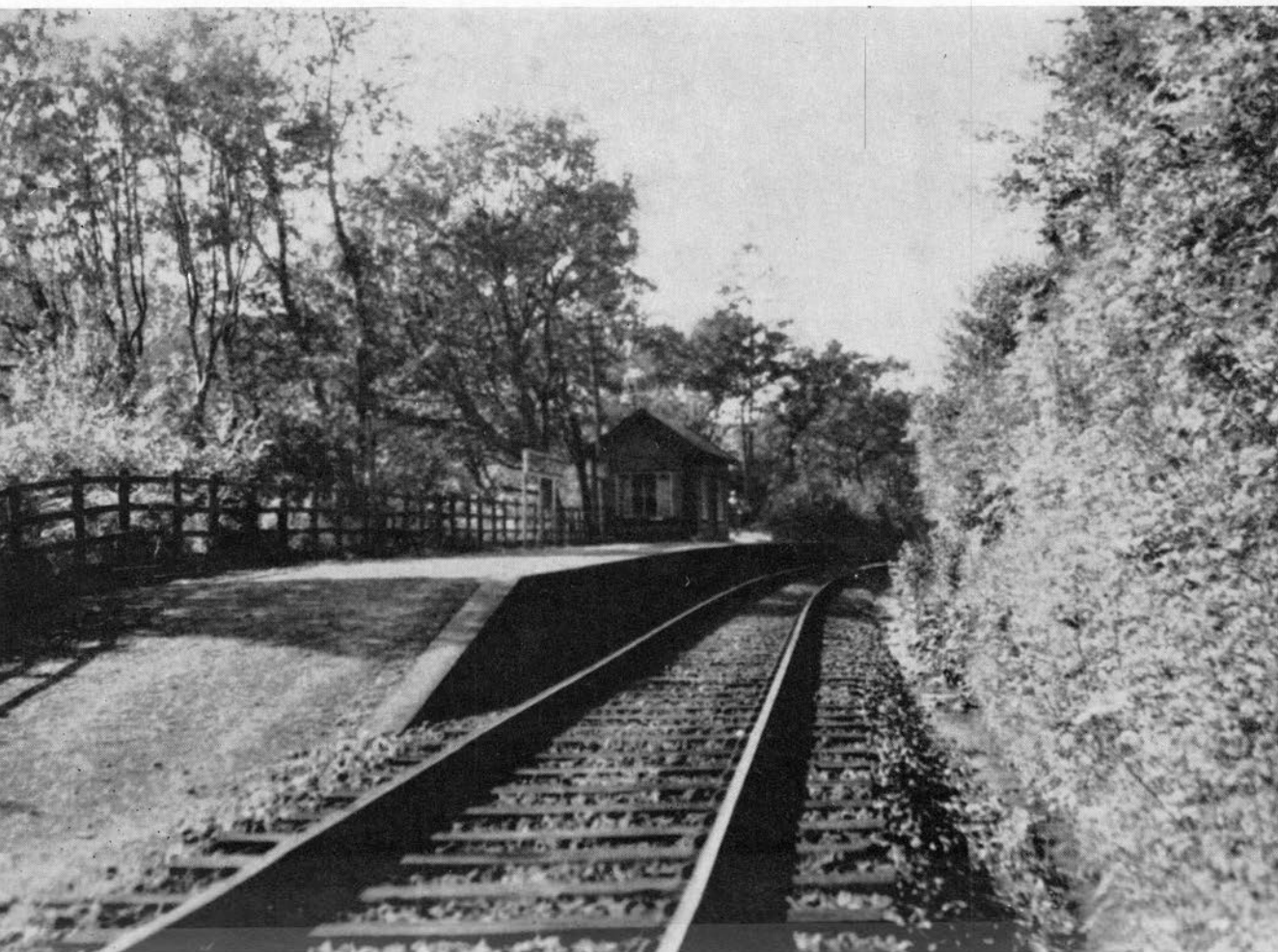


S. & D.J.R. 4-4-0 No. 320 leaving Bath on a parcels train. June 1930.

[H. C. Casserley

Falls of Cruachan Halt, looking west in 1936. A small Caledonian Station on the Oban line.

[L.G.R.P.





Left: 33 "Garratts" were built for working coal trains between Toton and Cricklewood, and No. 4973 is seen here near Elstree in 1931.

[H. C. Casserley

Below: The "Baby Scots" or "Patriots", which were in effect Midland 4-6-0's although that Company never possessed any engines of that wheel arrangement during its independent existence, were theoretically regarded as rebuilds of North Western Claughtons, with which they had little in common and were in fact completely new engines. However, the first two actually took the Nos. and names of the L. & W.R. engines which they replaced, and this view shows No. 5902 (later 5501) "Sir Frank Ree" on the up Pines Express near Stafford in 1934.

[W. L. Good



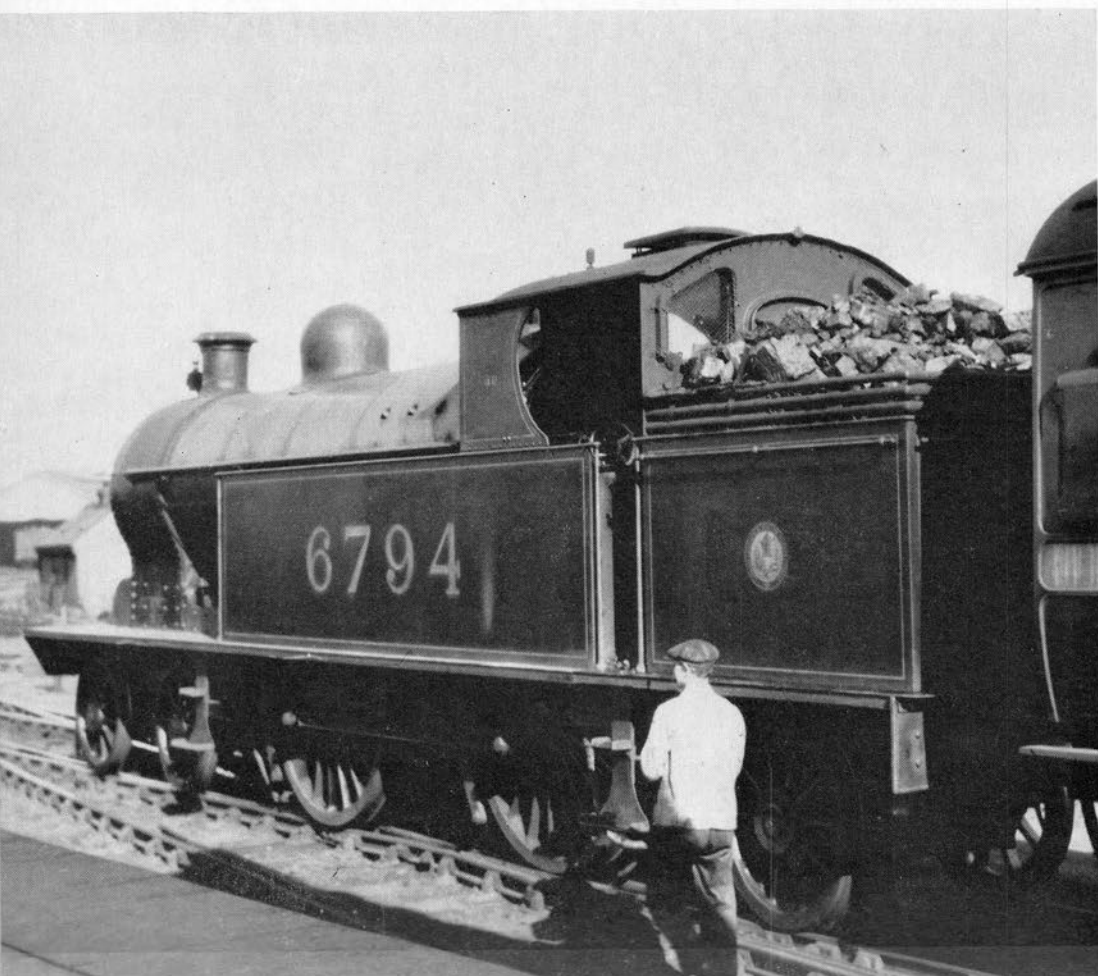


Stratford on Avon and Midland Junction 0-6-0 No. 2310, at Stratford on Avon in 1925.

[W. L. Goode

L.N.W.R. "Precursor" Tank No. 6794, as first turned out in Midland red livery. Photographed about 1924.

[S. Barrie



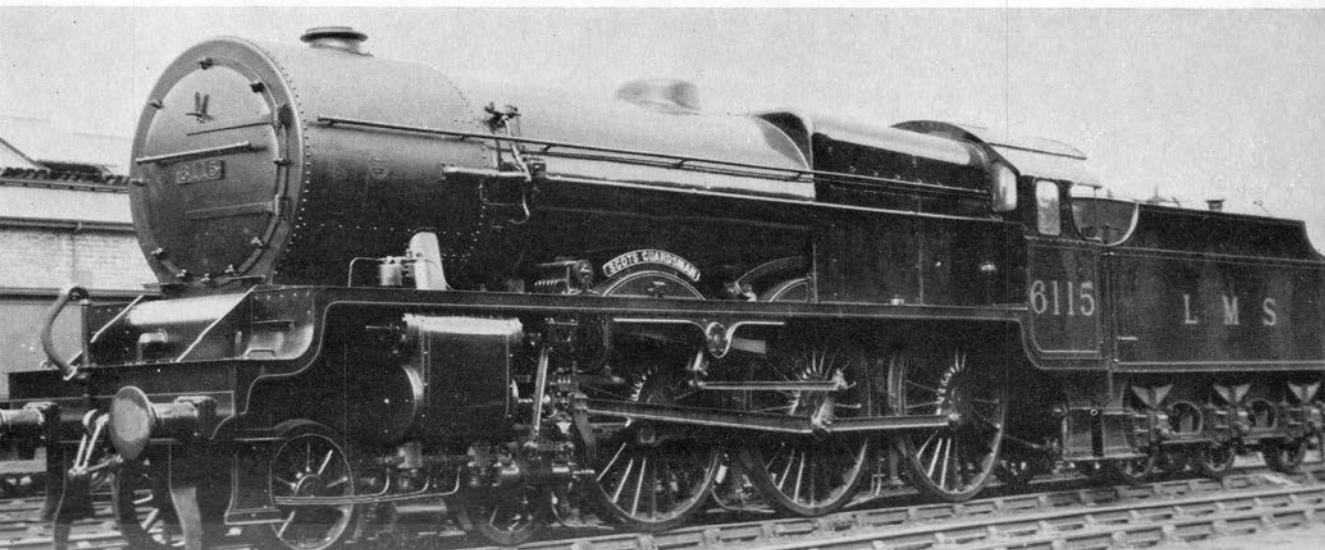


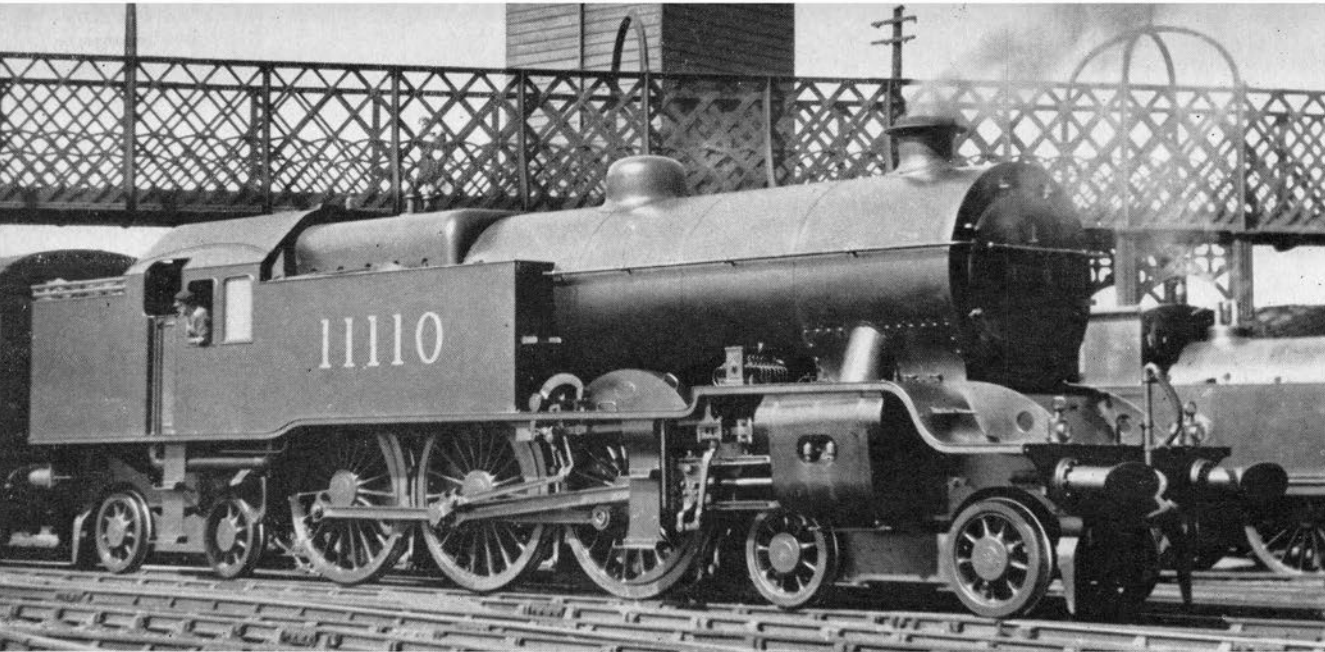
L.M.S. Class 7P 4-6-2 No. 6233 "Duchess of Sutherland", at Euston. Princess Coronation Class.

[L.G.R.P.]

L.M.S. No. 6115 "Scots Guardsman" Royal Scott Class, at Crewe Works in 1931.

[L.G.R.P.]





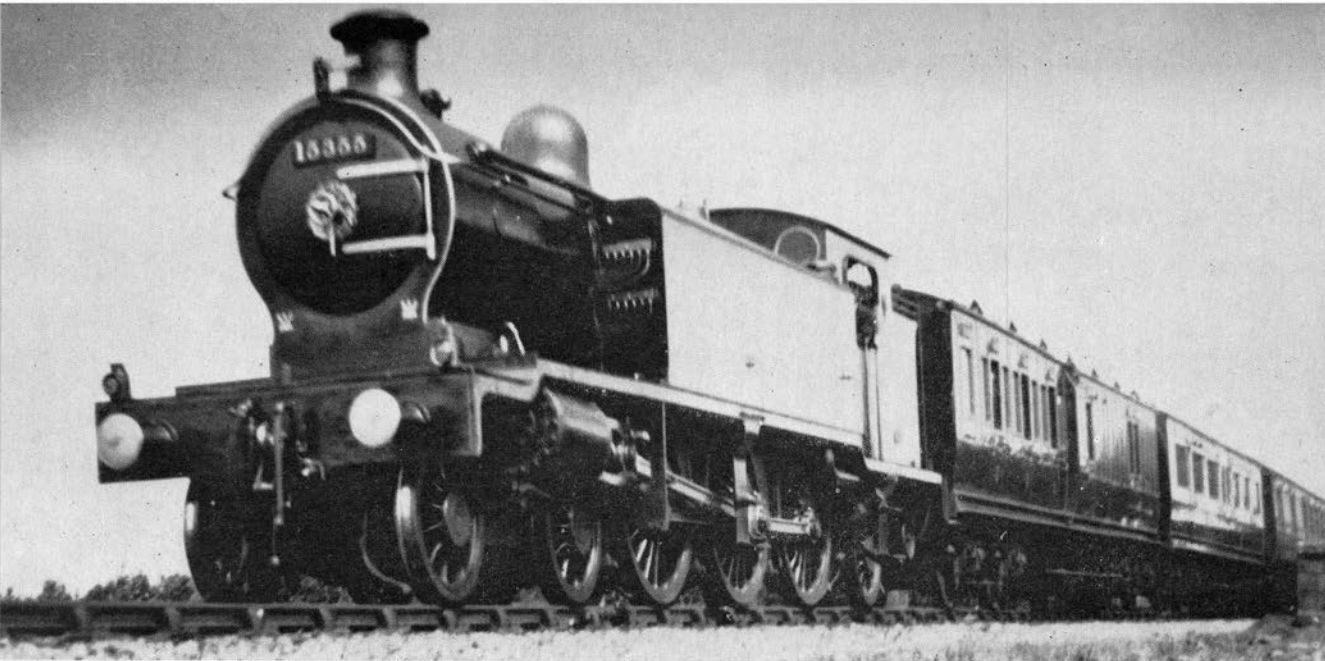
Hughes 4-6-4 Tank No. 11110 at Fleetwood in 1924. These engines were tank versions of the better known 4-6-0's—but only 10 were constructed in this form.

[C. J. L. Romanes



A standard small type signal box at Aber on the main Chester-Holyhead line in 1937.

L.G.R.P.



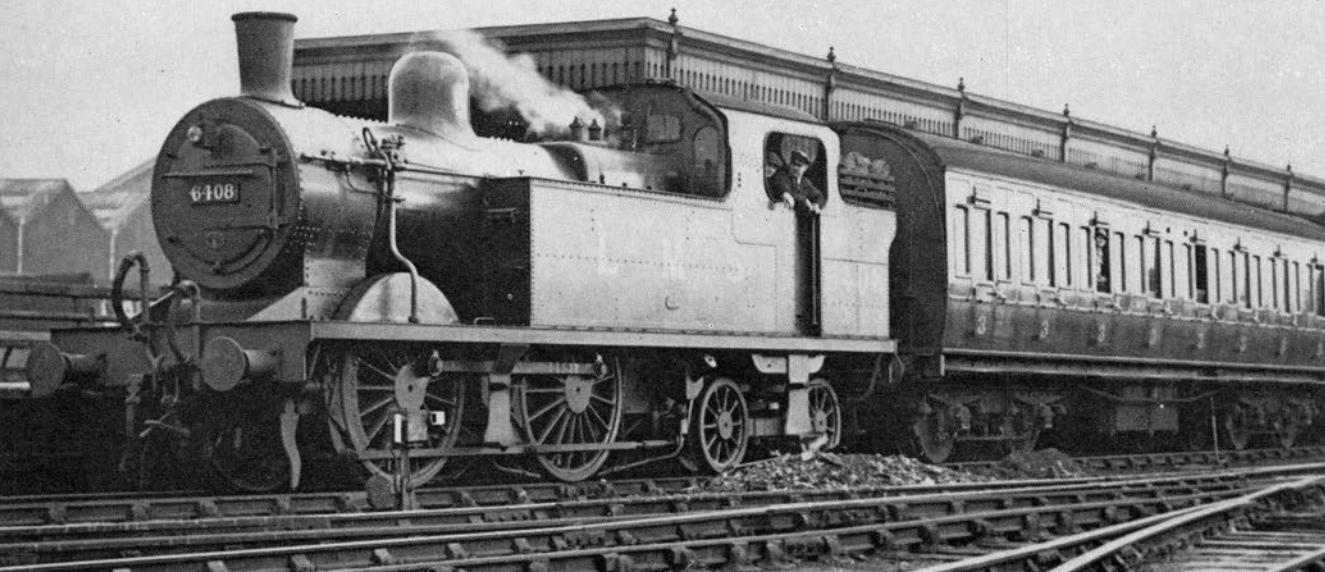
Caledonian 4-6-2 Tank No.
15355 with an express to
Wemyss Bay in 1925.

[C. J. L. Romanes



Steel Keys in use on the
track at Aber, North
Wales in August 1937.

L.G.R.P.

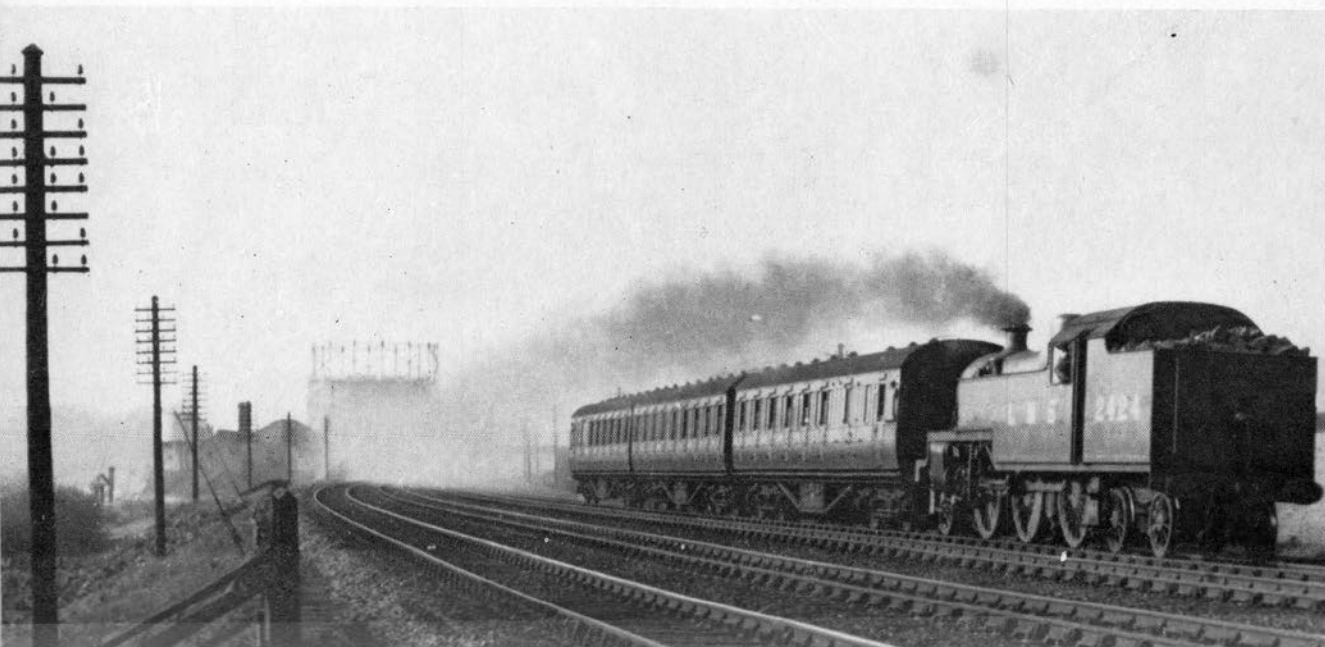


Sir William Staniers first two designs on his appointment as Chief Mechanical Engineer of the L.M.S. in 1932 were of no great importance but are illustrated here as a matter of interest (see also illustration on opposite page). One of a series of ten 0-4-4 Tanks (the last to be built in this country) No. 6408 (later 1908) on the St. Albans branch line train at Watford in 1936.

[H. C. Casserley

Fowler 2-6-4 Tank No. 2424 with a Tring-Watford train approaching Berkhamsted in October 1938.

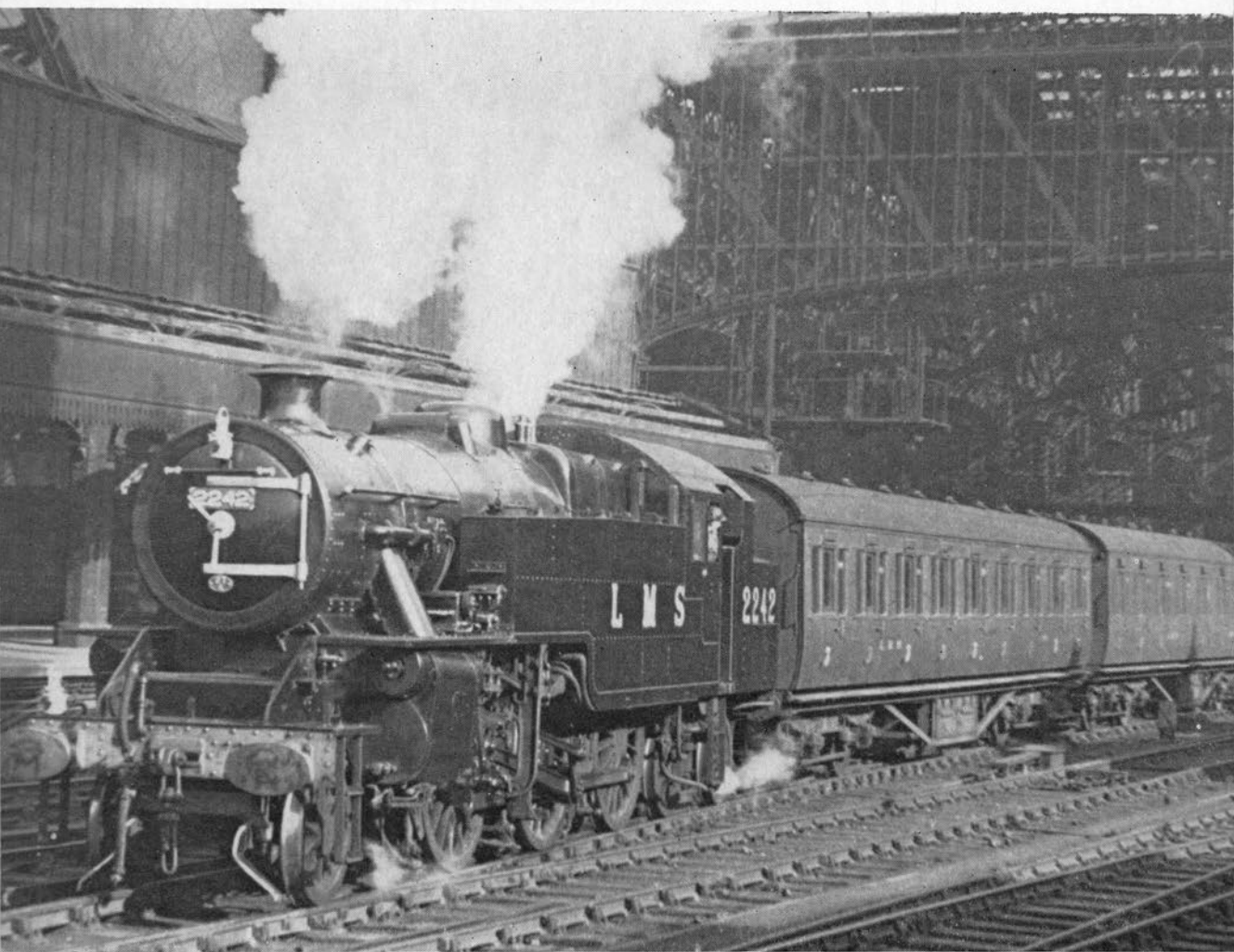
[H. C. Casserley





One of five small saddle tanks; No. 1543 (later 7003) at Burton in 1936.

[H. C. Casserley



Fairburn 2-6-4 Tank No. 2242 leaving Glasgow
Central with a Cathcart circle train in April 1948.
[H. C. Casserley]



Fowler 2-6-2 Tank No. 35 with a Moorgate-
St. Albans train Farringdon, August 1947.
[H. C. Casserley

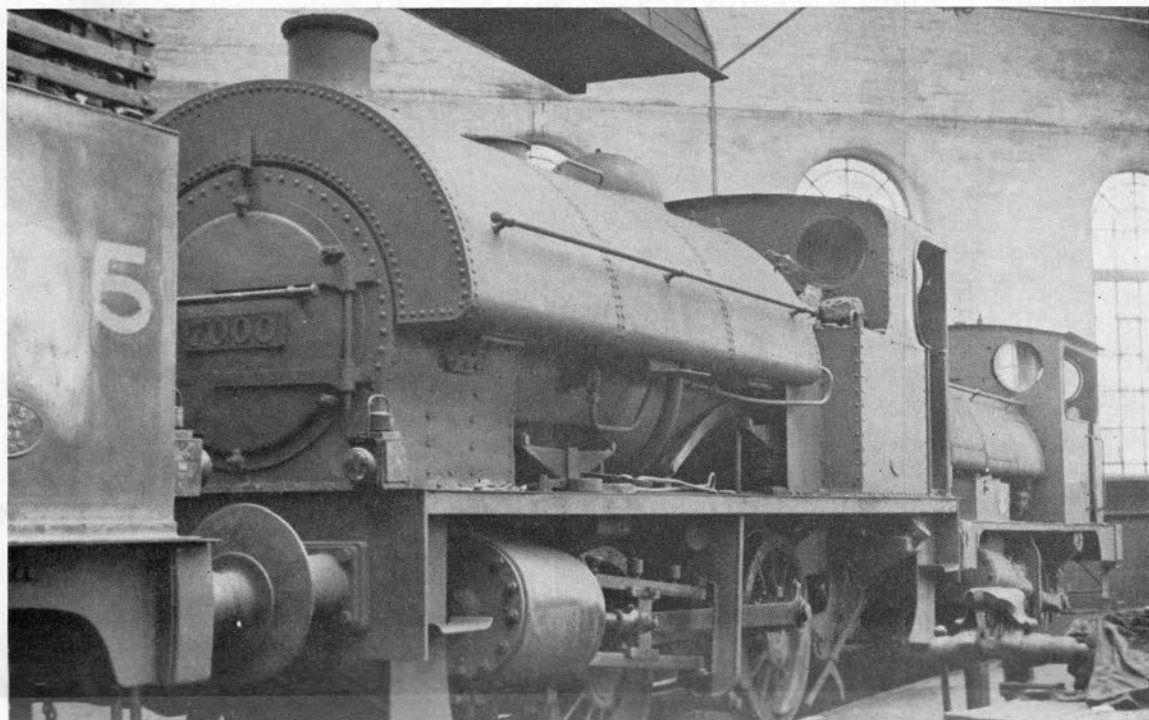


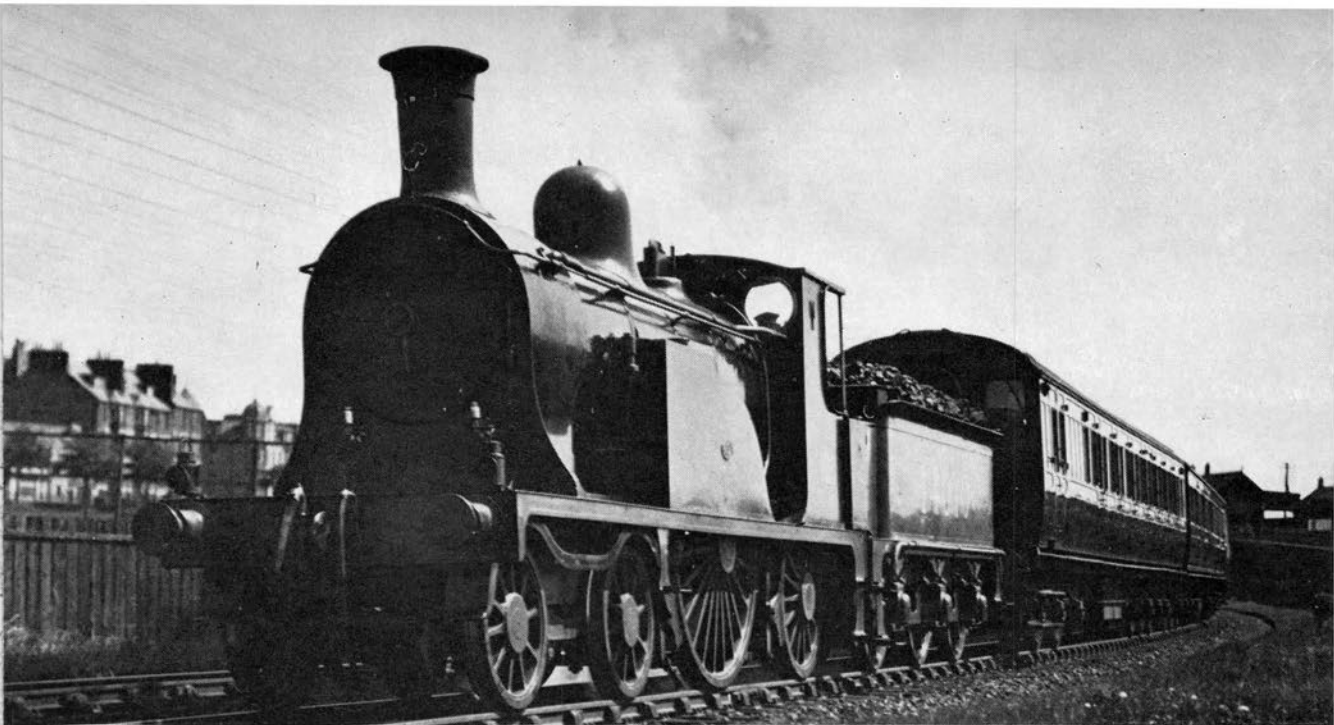
Glasgow and South Western 4-6-4 Tank No. 15403, one of a class of 6 engines built for the express service from Glasgow to Ayr.

[S. Barrie

L.M.S. 0-4-0 Saddle Tank No. 7000; in Gloucester Shed, July 1937. Built by Kitsons in 1932. (The engine in the background is a L. & Y.R. 0-4-0 ST).

[L.G.R.P.





The famous Caledonian single No. 14010 seen here working in ordinary service in 1930 between Perth and Dundee. As is well known it was subsequently restored to C.R. livery and of recent years has worked many enthusiasts specials, having only recently been retired to a final resting place in Glasgow Museum.
[H. C. Casserley]

A mixed goods leaving Chester.

[W. A. Corkill]





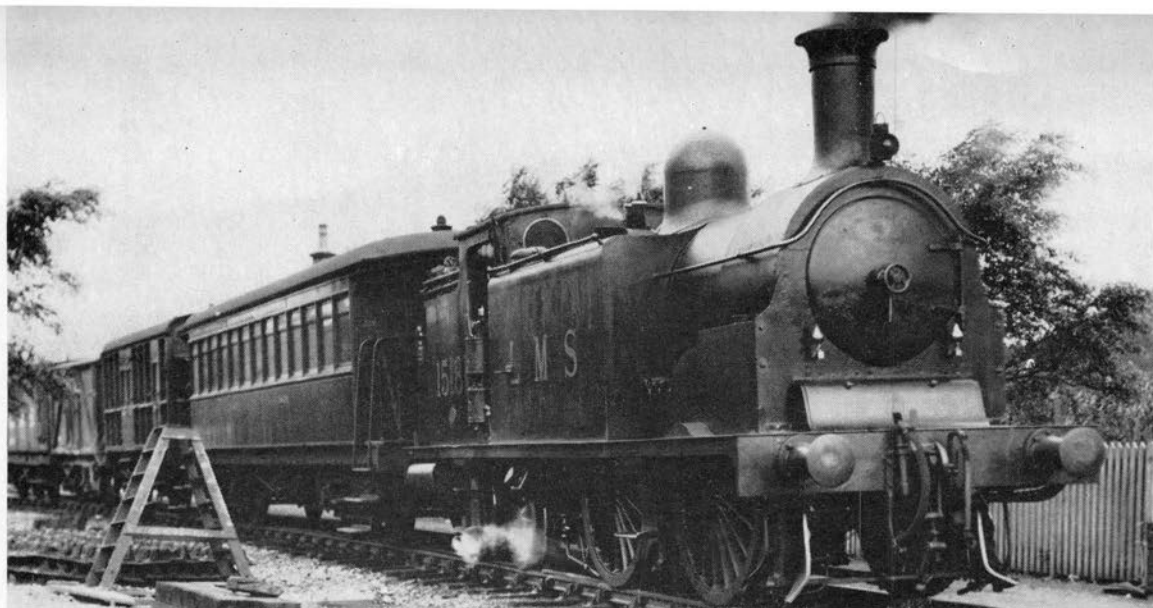
Stanier 2-6-2 Tank No. 114 with a train of low-roofed Midland carriages at Kentish Town, August 1947.

[H. C. Casserley]



Stanier "Jubilee" 4-6-0 No. 5637 "Windward Islands" passing Stonehouse with a Bristol Bradford train. This engine was completely destroyed in the disastrous Harrow accident of 1952, and was thus the first of the class to be withdrawn.

[W. Vaughan Jenkins]



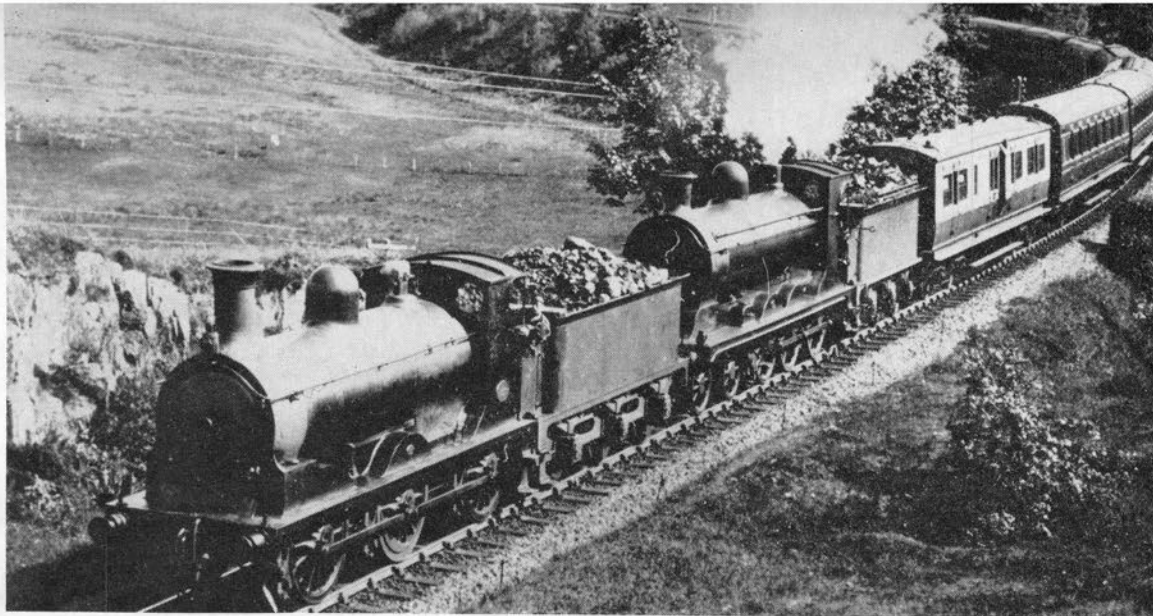
Caledonian 0-4-4 Tank No. 15181 at Elvansfoot in 1931 with the Wanlockhead branch train. This branch attained an altitude of 1498 feet above sea level, the highest standard gauge summit in the British Isles; thus exceeding the better known Druimuaichdar on the Highland, which at 1484 feet remains the highest main line altitude. The Wanlockhead branch was closed entirely in 1939. The coach on this train is a former Garstang and Knott End vehicle.

[H. C. Casserley

Willesden running shed in March 1938, with Class 5 M.T. No. 5735 in the foreground.

[L.G.R.P.





Caledonian Oban bogie 4-6-0 No. 14607 piloted by a "Jumbo" 0-6-0 No. 757 approaching Oban with a Sunday excursion from Glasgow in June 1927.

[H. C. Casserley

I.C.I. lime empties climbing to Chinley, with a Stanier Class 8 2-8-0.

[W. A. Corkill





Another view of the Oban line near Taynuilt taken in 1926 showing one of the later outside cylinder Pickersgill engines No. 14619, also constructed especially for this road.

[C. J. L. Romanes



The down Merseyside express on
Camden Bank, headed by re-built 4-6-0
No. 6160 "Queen Victoria's Rifleman".
Photographed in 1947.

[C. R. L. Coles



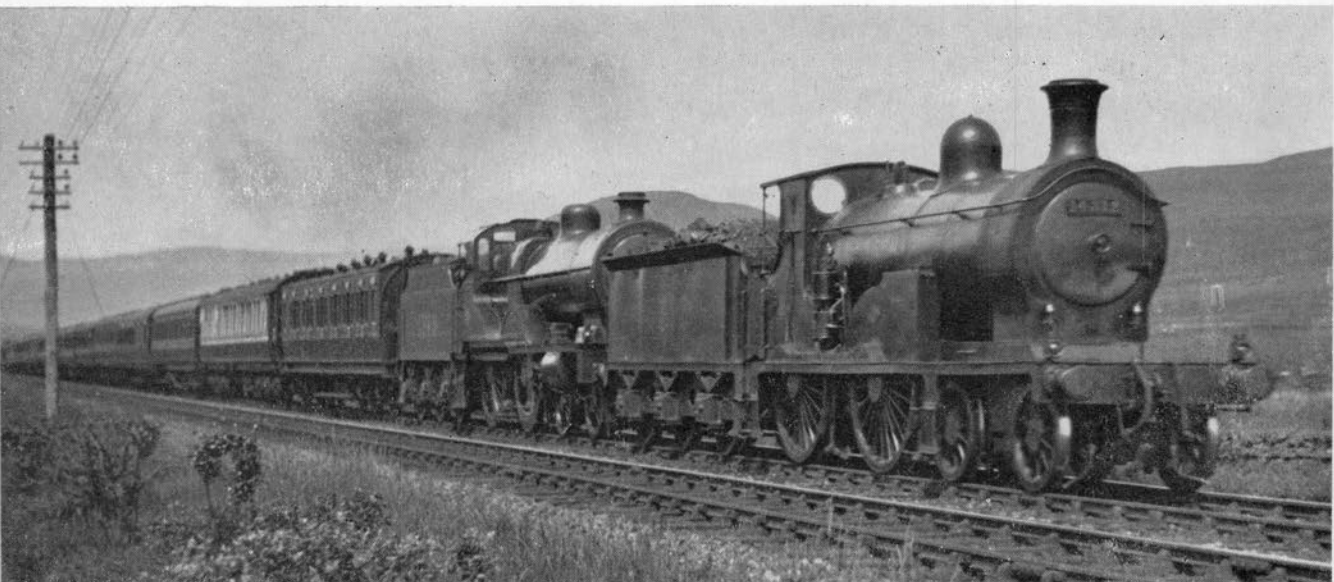
C. R. Pickersgill "60" Class No. 14655
with a down freight passing Symington
in 1929.

[C. J. L. Romanes



The Leeds-Glasgow express near Aisgill
hauled by two Black Fives. Over 800 of
this class were built.

[C. Ord

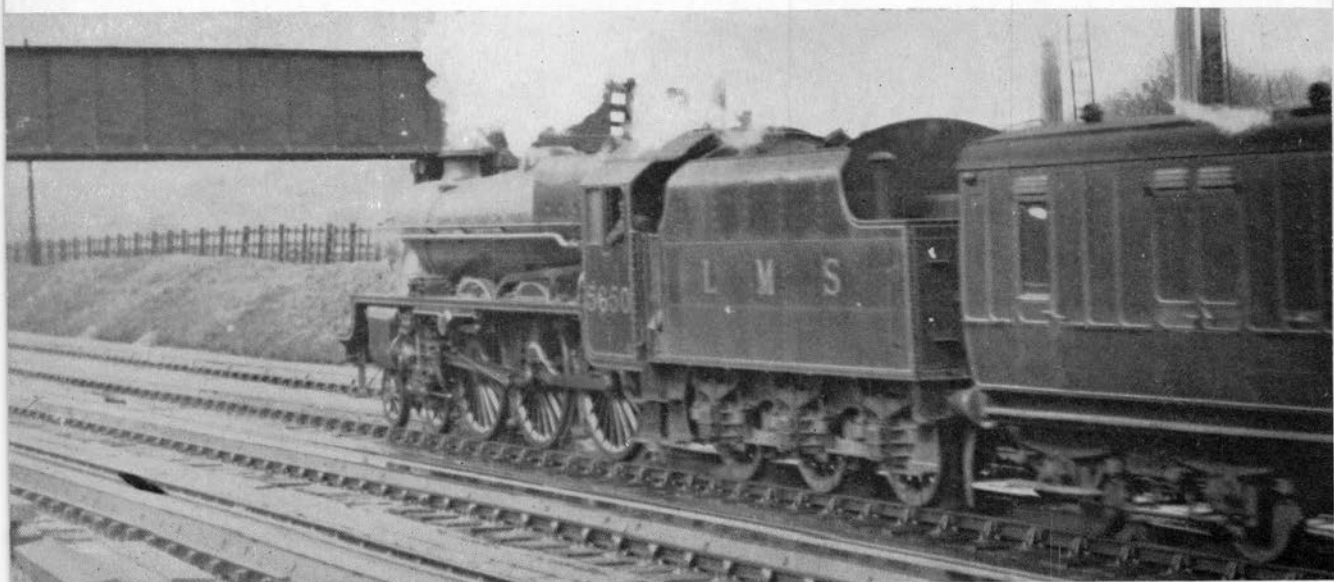


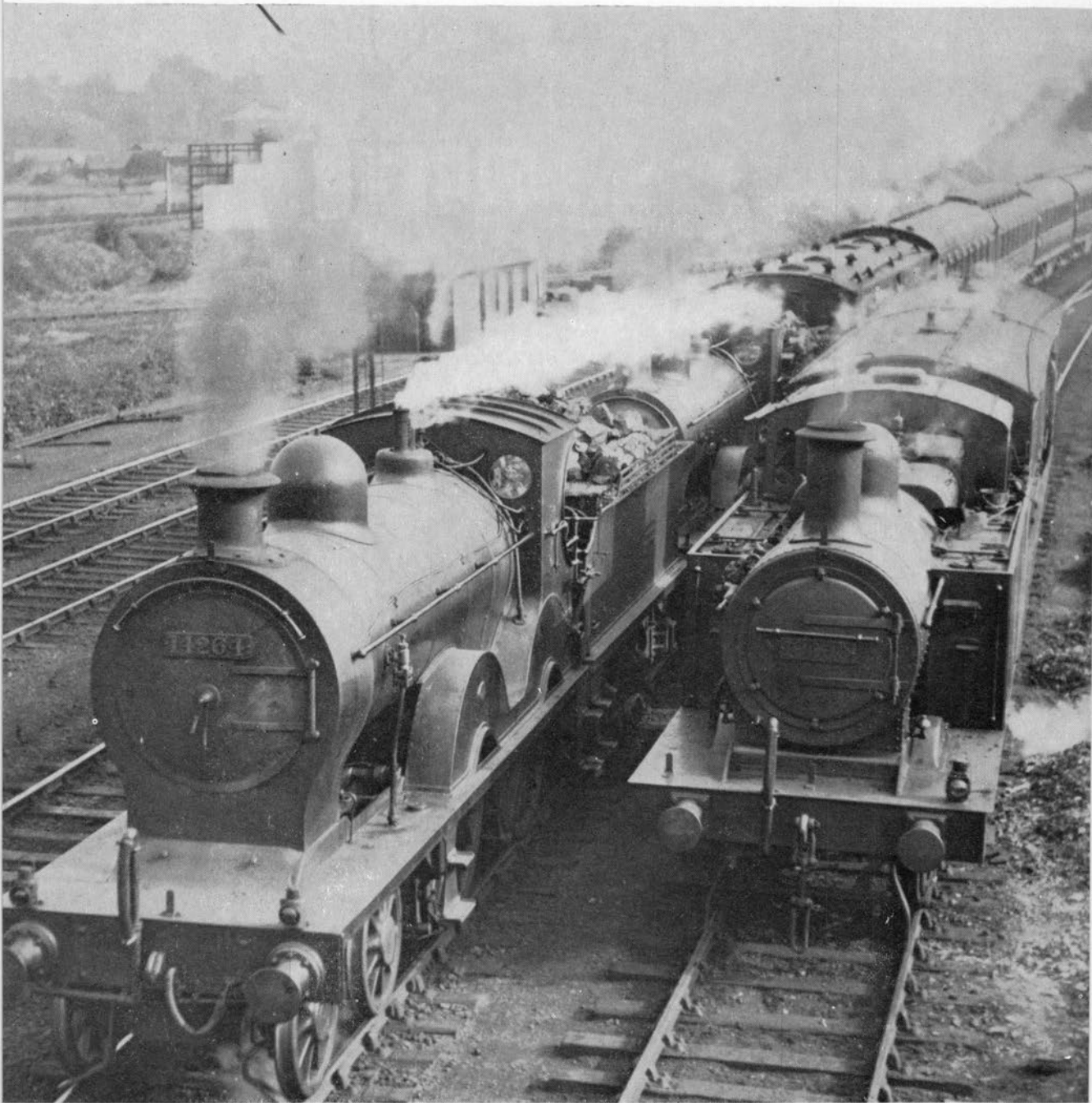
C.R. "Dunalastair I" Class 4-4-0 No. 14312 piloting Compound No. 1148 with a heavy express near Beattock in 1926.

[C. J. L. Romanes

An unusual study of a Jubilee Class 4-6-0 No. 5650 "Blake".

[Loco. Publishing Co.





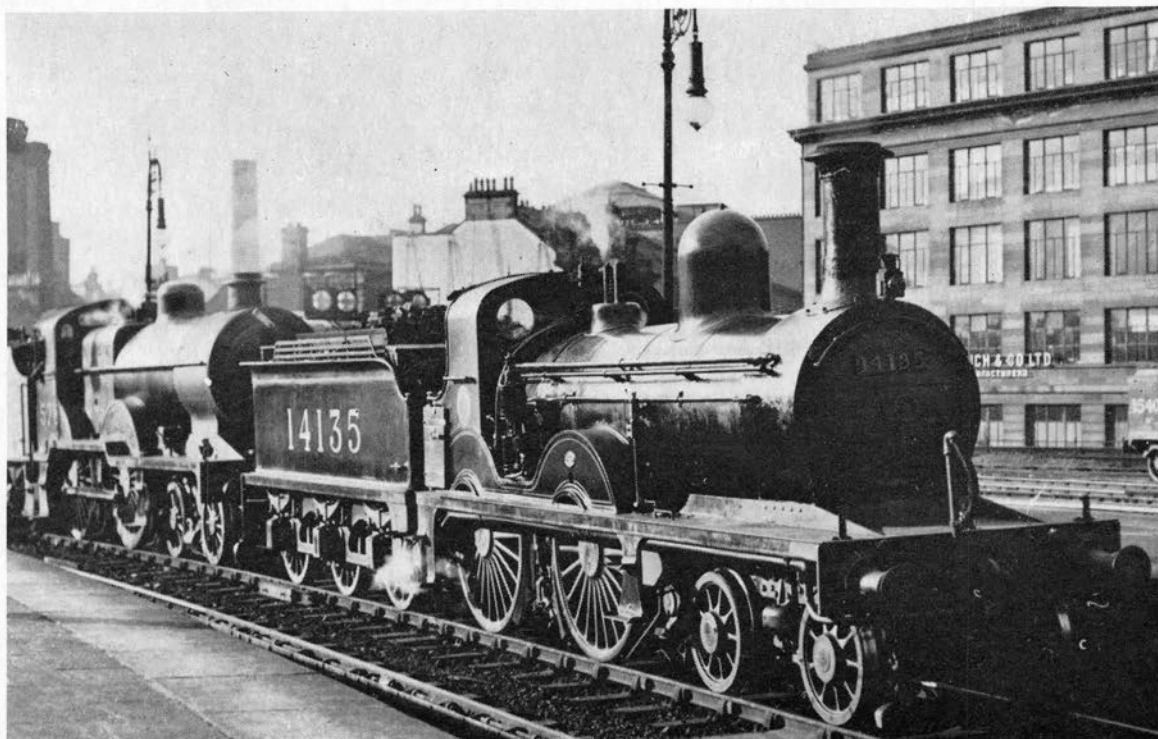
Two G. & S.W.R. Manson 4-4-0's No. 14264 leading; leaving Dumfries with a St. Pancras-Glasgow express in 1927. "Jinty" No. 16400 (later 7317) stands on an adjacent siding.

[C. J. L. Romanes



Class 5XP No. 45718 at Gretna Junction; actually crossing the border, with a North-bound express parcels.

[D. Cross

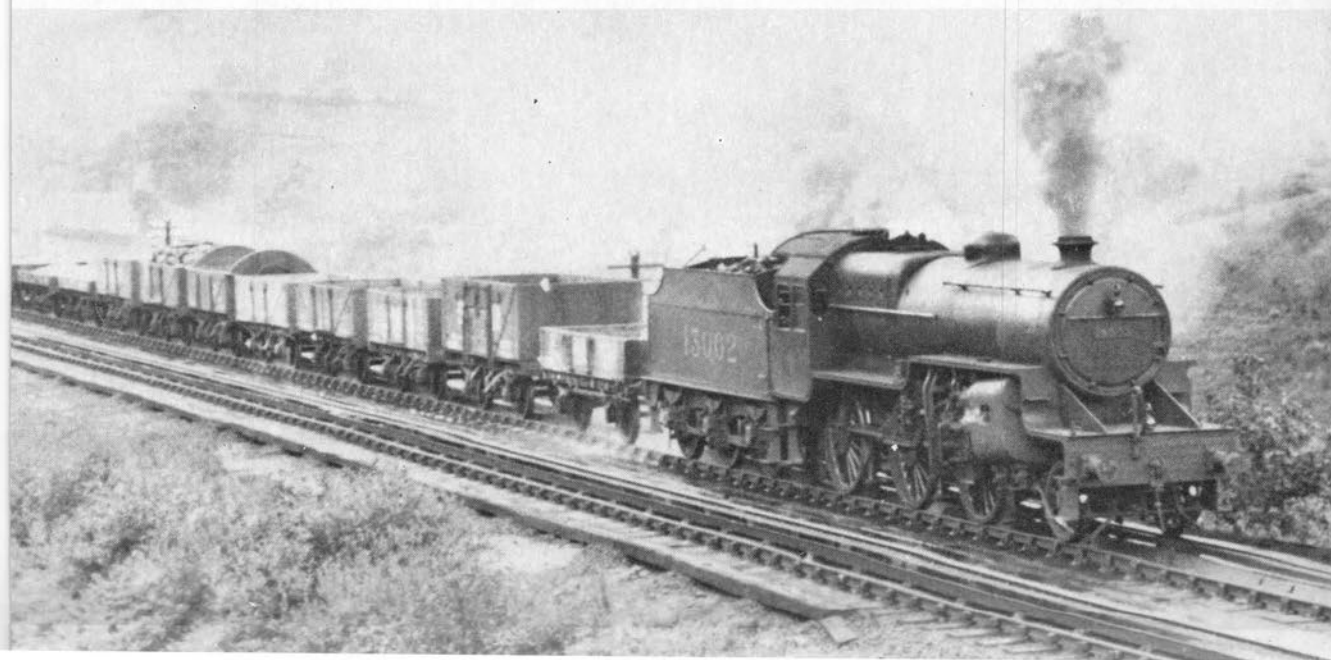


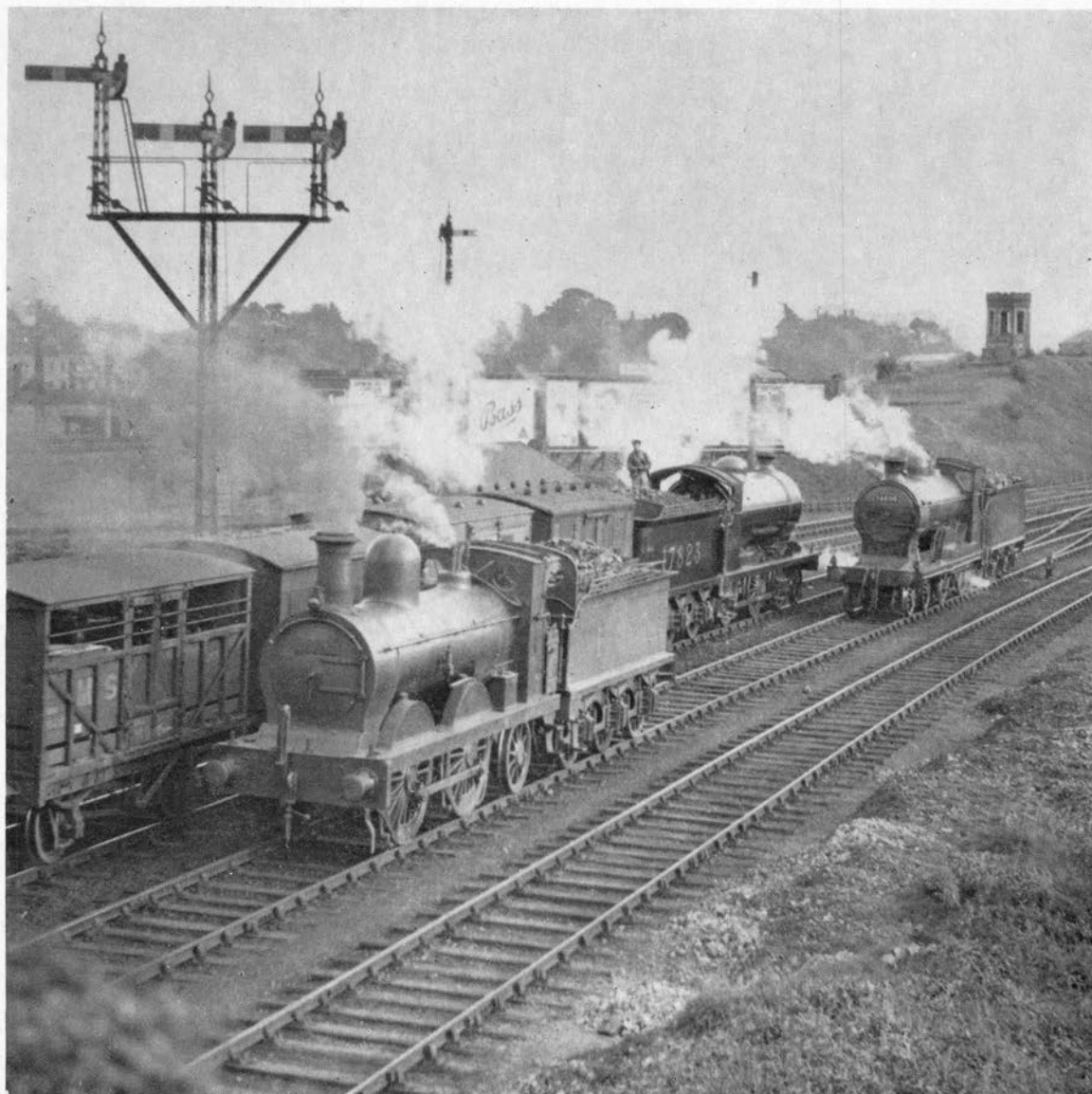
G.S.W.R. Smellie 4-4-0 No. 14135 fitted with Stirling round cab, stands in St. Enochs station together with standard Class 2 No. 578 in August 1930.

[H. C. Casserley

Hughes 2-6-0 No. 13002 (later 2702) with a mixed goods.

[Loco. Publishing Co.





Another view at Dumfries about 1926. G.S.W.R. 2-6-0 No. 17823 halts with an up freight, whilst on the down line stand Stirling 0-4-2 No. 17067 and Caledonian Pickersgill 4-4-0 No. 14508.

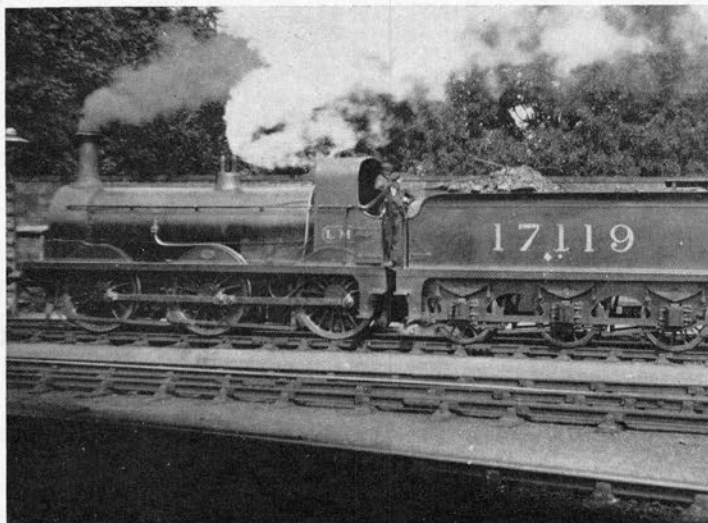
[C. J. L. Romanes



The up Coronation Scot passes Tring Summit in 1938 hauled by Pacific No. 6224 "Princess Alexandra". Normally this train was made up of nine coaches but on this occasion was increased to 10 for some reason not ascertained.

G.S.W.R. Smellie 0-6-0 No. 17119
fitted with Stirling domeless boiler, as
running in 1926.

[C. A. J. Nevett



Llanberis Station in May 1948, looking
towards the buffers.

[L.G.R.P.





Highland Railway "Strath" Class 4-4-0
No. 14274 "Strathcarron" at Fochabers
in May 1930. This branch lost its pas-
senger service in 1931 and is now
entirely closed.

[H. C. Casserley





Above: On the Highland Railway the "Castles" were for many years the mainstay of express workings over the main line. No. 14693 "Foulis Castle" and 14675 "Taymouth Castle" are seen here leaving Perth at 6.30 a.m. in May 1928 with the overnight Royal Highlander from Euston, to storm their way over the Grampians to Inverness.

[H. C. Casserley

Left: Birkenhead Woodside Station looking from the buffers on Platform 3.
[L.G.R.P.]



Stanier Class 5 4-6-0 No. 5088 passing Millhouses, Sheffield, in 1948 with a south-bound express.

[H. C. Casserley]

"Baby Scot" No. 5547 with a down express passing Bourne End in August, 1939.

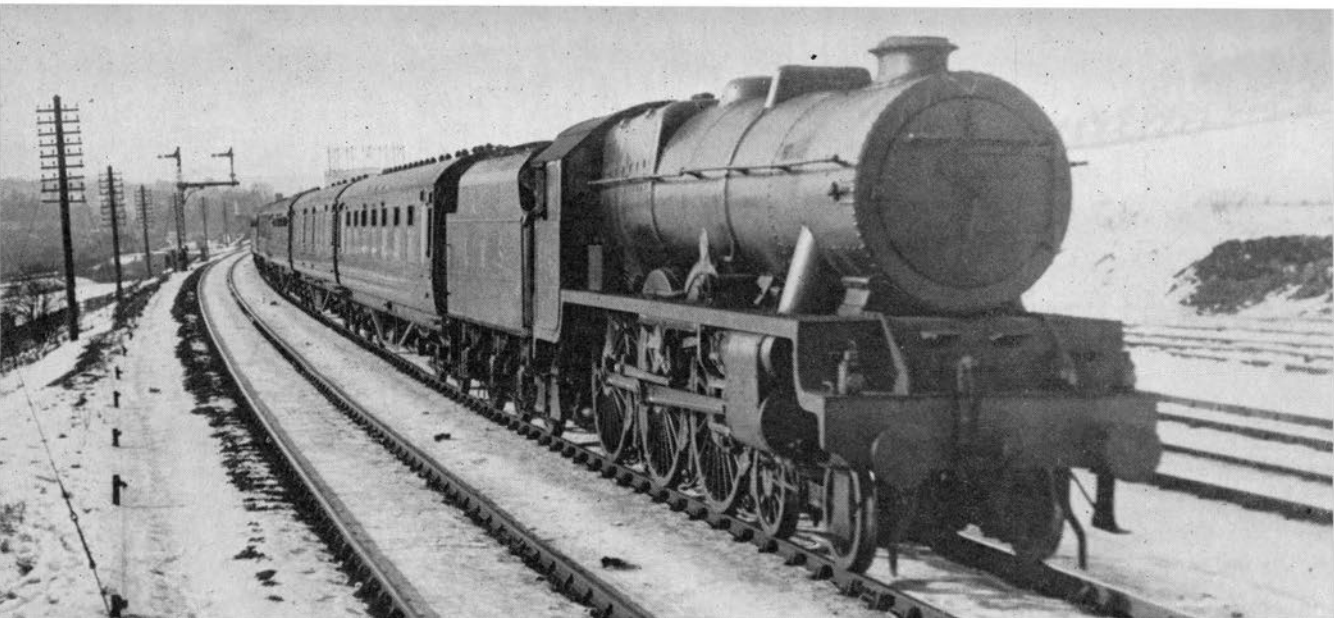
[H. C. Casserley]





Princess Pacific No. 6207 "Princess Arthur of Connaught", with the down Mersey-side express, taking water from Bushey troughs, 1938.

[C. R. L. Coles



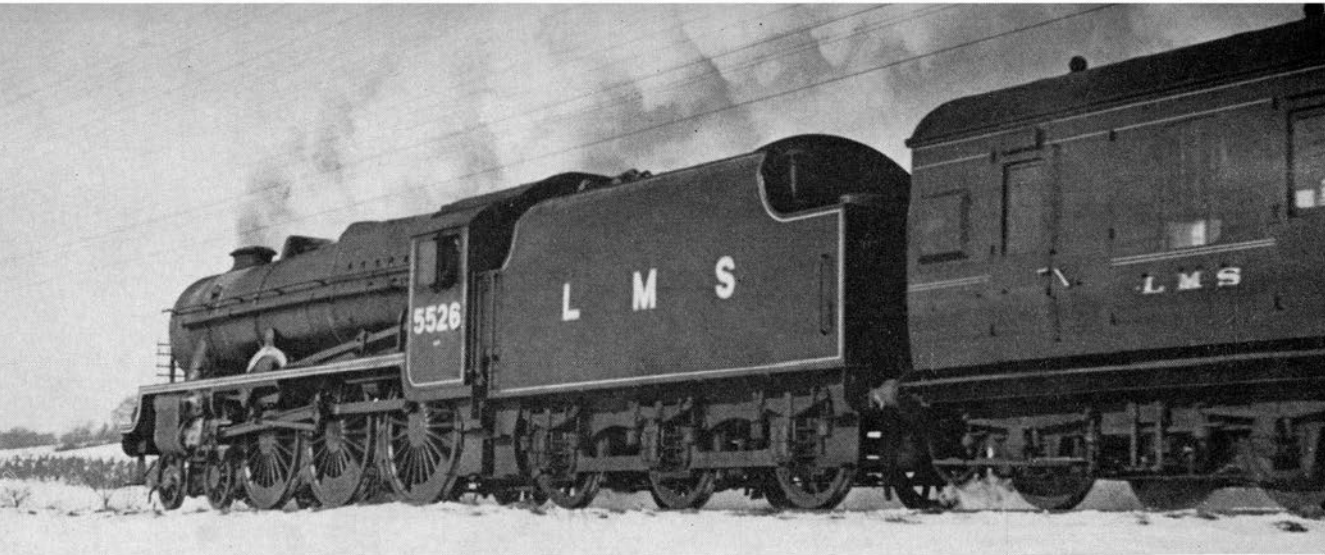
Rebuilt Royal Scot No. 6149, "The Middlesex Regiment",
with an up express, passing Berkhamsted, in March, 1947.
[H. C. Casserley

Right: Turbo-locomotive No. 6202, later rebuilt
and named "Princess Anne", passes Hatch End
with the down Merseyside express in the 1930's.
[C. R. L. Coles

Streamline Pacific No. 6235 "City of Birmingham", with an
up express, passing Bourne End in August, 1939.
[H. C. Casserley







Rebuilt "Baby Scot" No. 5526 "Morecambe and Heysham" at Berkhamsted, in March, 1947. This view shows the last style of painting introduced by the L.M.S. before Nationalisation. i.e. block lettering and figures, livery black, with maroon edging separated by a single yellow lining-out.

[H. C. Casserley

The last new design for the L.M.S. was Ivatt's Class 4 2-6-0, the first of which appeared at the end of 1947, just before Nationalisation took effect. Only the first three engines, Nos. 3000-3002, appeared in L.M.S. style; the following ones built in 1948, were British Railways No's. M3003 etc. Thus, 3002, illustrated, was actually the last new engine to be built for the L.M.S. although originally constructed with double blast-pipe, these were later replaced by ordinary single chimneys, which greatly improved their appearance.

[H. C. Casserley





Above: Stoke shed in 1933, showing N.S.R. No. 1570, with L.M.S. Nos. 2346, 4307 and other locomotives.

[H. C. Casserley

Left: Stanier Class 8 No. 8191 with an up freight train passing Elstree.

[C. R. L. Coles



A fine camera study of New Street Station, Birmingham,
looking south; from the old North Western platform 2.
[Messrs. Kodak Ltd.]



Above: A Liverpool to Hull express at speed near Flixton. A photograph taken in mid-winter, thus emphasising the importance of the train in the dreary landscape.

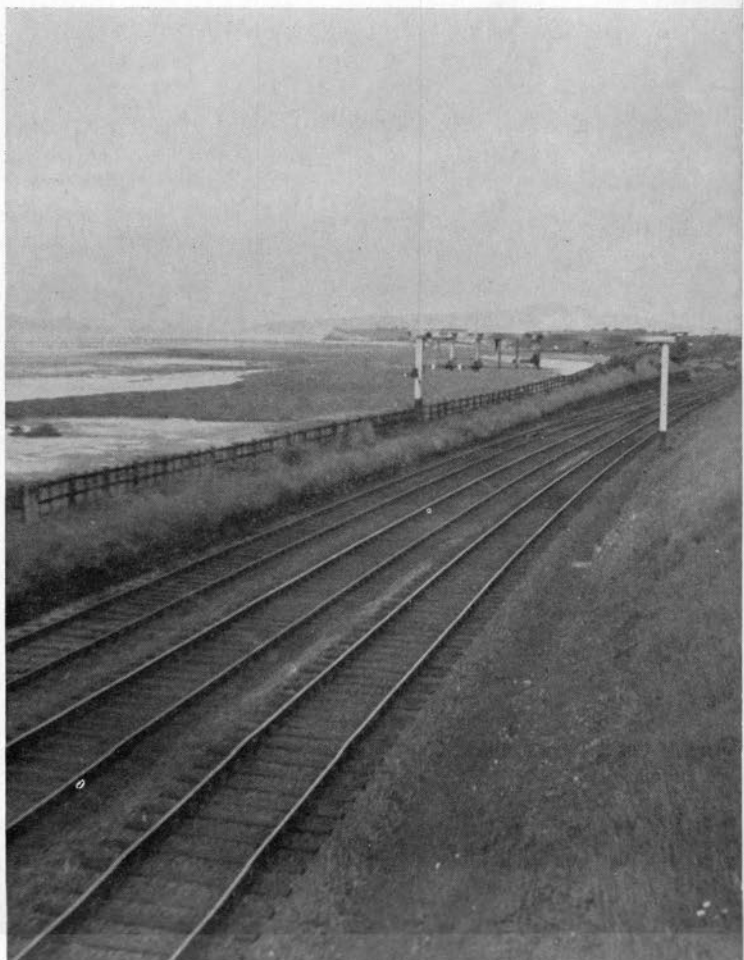
[W. A. Corkill

Left: A study of one of the ubiquitous Class 5's, No. 44660 nears the summit of the Lickey Incline at Blackwell; in B.R. days.

[P. B. Whitehouse

Right: A beautiful stretch of the L.N.W. main line at Hest Bank, looking towards the Lakeland mountains. The Morecambe branch is to the left-hand, in the distance.

[J. R. Hollick





The up Royal Train on July 18th. 1934, hauled by Royal Scot Class locomotive No. 6119 "Lancashire Fusilier". Earlier that day H.M. King George V had declared open the Mersey Tunnel linking Liverpool and Birkenhead. This photograph shows the old station at Carpenders Park, now completely demolished and replaced by a modern centre platform structure, on a new site.

[C. R. L. Coles



A double-headed train leaving Glenwhilly for Stranraer. June 1957.

[H. C. Casserley

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C. Hamilton Ellis

Where are the trains of yesteryear? Paraded in these pages are enough of them to satisfy the most nostalgic. The individuality of the Golden Age of British Railways was nowhere better expressed than in the variety of its mobile architecture. No one is more fitted to introduce wittily the work of those who have captured with camera the quality of the past railway scene than Hamilton Ellis, whose own works so richly evoke its magic.